Regional Municipality of Ottawa-Carleton Planning Department June, 1984

official plan review

DISCUSSION PAPER

REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT :

STAFF RESPONSE TO BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

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26 JUNE 84

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INTRODUCTION

On the 29th of May 1984 the Planning Committee of the Regional Municpality of Ottawa-Carleton held a public hearing to receive comments and submissions on a planning staff report entitled: Regional Development Strategy (Discussion Paper).

This volume contains the staff response to briefs received before, at, or after the hearing - up to 20 June 84. At the front of this volume there is a general discussion of major issues that were common to a number of briefs. This is followed by a point-by-point response to specific comments or issues raised in the individual briefs. The specific comments are cross-referenced to index numbers that appear in the margins of companion publications containing a copy of all the briefs received. These companion publications are entitled Public Consultation Report: Briefs Received at 29 May 84 Public Hearing (June 84), Volume I - Municipalities, Volume II - Agencies, Interest Groups, etc., and Volume III - Individuals.

The staff have been selective in their response; addressing mainly those comments which are critical of the strategy discussion paper, or those which would appear to benefit from further clarification.

PUBLIC CONSULTATION PROCESS

Planning staff presented the Regional Development Strategy discussion paper to Planning Committee on 06 March 84. There were meetings and informal discussions between regional planning staff and local planning staff, agencies, or interested groups, during the preparation of the Development Strategy.

Following the presentation of 06 March 84, the Regional Development Strategy discussion was presented to municipal planning staff, and distributed to approximately 1,700 community associations and interest groups.

There have been many informal discussions and meetings with interest groups to review the discussion paper since the presentation of 06 March 84. These discussions combined with the general distribution of the Regional Development Strategy paper have resulted in the extensive public input represented by the briefs submitted before, during and after the public meeting of 29 May 84.

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MAJOR ISSUES

Plan Review vs. Starting Over

The emphasis of the official plan review exercise is to review the emerging development pattern of the region against the existing strategy (the 1974 Regional Plan); to recommend adjustment as necessary; and to highlight major decisions that may be required of Regional Council before the next plan review.

The review has been approached comprehensively - starting first with an analysis of growth prospects (employment and population) and then calculating the requirements for land, housing and physical infrastructure this growth represents. The review has also looked at the emerging development pattern and tested various optional arrangements of jobs and people to determine the implications of (relatively) subtle adjustments to this pattern. This pattern, now firmly established, consists of a concentrated core of housing and jobs separated from three emerging satellite communities by the federal Greenbelt.

The review has been criticized for not contemplating a more fundamental change in the development pattern - for example reversing the emerging suburban pattern and redirecting growth back inside the Greenbelt. The basic reason why the planning staff did not explore a complete reverse of the established pattern (although they did examine an option with 45% of new households located inside the Greenbelt) rests on the finite capacity of lands inside the Greenbelt to provide for ground oriented housing (approximately 12,000 units) as against the projection of the future requirement for new housing which clearly points in the direction of a continuing trend towards ground oriented units - as many as 56,000 non-apartment units by 2001 (discussed below).

General vs. Specific

There was concern expressed in several briefs about the lack of detail in the strategy report. In some instances this related to details that are available in other reports but not repeated in the strategy report (eg. household forecast by age cohort, past employment trends and future forecast). In other instances the detail was not available at all (eg. impact of various options on particular income groups).

With regard to the first instance the planning staff were available, during the three months from early March to the end of May, to provide copies of background reports and explain their contents. Many community groups and municipal staff took advantage of this opportunity (as evidenced in their briefs).

With regard to the second instance (i.e. details not available at all) there are two basic divisions to be considered.

There are details that staff feel are relevant but not at the first stage in the official plan review (i.e. the "strategy stage"). For instance, details relating to the timing of specific roadway improvements and their priority (i.e. helpful, required, urgent) should, in the opinion of staff, be established in the second phase of the official plan review except where a particular facility is required only under one or some of the development options. Or, for example, there is no specific policy stance towards increasing the provision of low cost housing (which can be pursued regardless of the strategy decision that is taken).

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Then, there are details of the evaluation and final recommendation of a preferred strategy. The strategy discussion paper purposely stops short of making recommendations. It was designed to present the major findings of several years of basic research in a discussive format. It set out to demonstrate the "systems" nature of the regional community - to illustrate the interrelationships between employment growth, in-migration, household formation, land requirements and implications for infrastructure.

The preparation of final staff recommendations was held in abeyance, pending the results of public consultation and the May 29th hearing. A second report, giving the staff recommendation is to be tabled on 26 June 84 before the Planning Committee of the Regional Municipality. This report will be distributed to the public and local municipalities for review. The details of the evaluation and final recommendations are contained therein.

Growth Rate and Planning Horizon

The regional development strategy paper presents the range (high-low) of growth prospects that the planning staff adopted as the basis of the official plan review. In the staff's view, both the "high" and the "low" that were selected to represent the limits of the range are realistic - this region has experienced growth at both rates in the past. This range has been discussed thoroughly with local planning agencies (area municipalities, the NCC) and concensus was reached as to its reasonableness as an "envelope" for planning purposes in Ottawa-Carleton.

As to the doubt cast on the probability of the high ever occurring, the fact is that growth in the past two years has been occurring at twice the level of the "low" - and is actually running approximately 20% above the "high". It is anticipated that growth will fluctuate from year to year - but on average the end result will be somewhere within the "high-low" envelope at 2001. The task of the regional planning staff was to select a long term growth range that was broad enough to capture realistic futures but narrow enough to be of practical value for planning purposes. It is also important to note that the forecasts stop at the year 2001 but the region will continue to develop in the twenty-first century. Consideration has to be given to planning in advance for requirements that can be foreseen whether it now appears that these will arise in 17 years time, 20 years time or even further ahead.

In several of the briefs, and in comments raised by individuals during the public consultation process, it appears that there is some discomfort with the level of emphasis placed on the "high" projection in the strategy report. Part of the discomfort being expressed relates to the impact of certain infrastructure elements, the requirements for which are only indicated in the event high growth obtains - new or expanded roadways being of particular concern.

Although it is clearly not the intent to immediately proceed with building all the infrastructure elements required to support the "high" projection at 2001 - the regional plan strategy must provide instruction as to how that level of growth would be accommodated - should it occur.

What will be helpful, once a strategy is decided on, is to indicate the likely timing and priorities of the various infrastructure elements. That is, the likely order-of-events leading up to the 2001 "high" position. This may give community groups a better vision of the future and the ways in which their communities may change over time. Short of preparing a half dozen or so completely

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detailed plans it is not possible to provide that information with any confidence before many of the elements of the main development strategy are decided. Furthermore as most infrastructure needs are common to all development strategies, but the order in which they will be required may be changed by the particular strategy selected, the value of undertaking such an exercise before some basic considerations of the overall strategy are decided is very questionable.

Somewhat related to the question of growth rate is the selection of an appropriate planning horizon. The official plan review mainly concentrates on the period to 2001. This horizon is appropriate for planning in the context of projecting population and employment growth and urban land requirements. A longer horizon - perhaps 30 to 50 years - is more appropriate for certain infrastructure planning purposes (bridges, freeways, major sewers), and an even longer horizon (perhaps perpetuity) for resource lands, (agricultural resource land, natural environment lands).

Declining Densities

Several briefs touched upon the question of "low density" development and there seemed to be a general misunderstanding of why residential land consumption has increased over the decade - the presumption being that the region is developing at low density (i.e. sprawling outside the Greenbelt). In fact, the development density (i.e. units per hectare) slightly increased over the decade (notwithstanding the downzoning or resubdivision of certain parcels). The dwelling unit density of the new urban communities in 1981 (Kanata, Orleans, Barrhaven) was actually substantially higher than the suburbs of Nepean and Gloucester (inside the Greenbelt) as they were being developed in the 60s and 70s.

Kanata and Orleans have a reputation of containing only single detached family homes - which is completely untrue. In 1981 only 56% of the housing units in Kanata and 60% in Orleans were singles. By way of comparison, in 1971 the suburbs in Nepean were comprized of 62% singles, with 71% in Gloucester. A decade earlier, 100% of the units in Nepean and 84% in Gloucester were singles (at a time when these suburban areas were of about the same size as Orleans and Kanata today). It can also be noted that Orleans and Kanata are being developed at similar or higher densities than in many of Ottawa's suburbs (Alta Vista, Hunt Club, Mooney's Bay, Heron Park etc.).

Although the development density increased over the past decade, what has occurred is a sharp decline in the number of persons per unit (household size). But this is not a phenomenon related solely to the new housing stock in Kanata and Orleans. Population densities have declined sharply - across the board - in all municipalities and for all unit types.

Outside vs. Inside the Greenbelt

Further to the density question, one of the key issues raised in the City of Ottawa brief relates to the position taken in the strategy report that provision should be made for growth outside the Greenbelt. A separate report was prepared for the City of Ottawa Planning Committee by regional staff (dated 24 May 84) and in this report this issue (along with others) is discussed. Whereas staff support policies to encourage more intense use of all urban lands (as a general principle) there are limits to what can be achieved inside the Greenbelt.

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Under the "high" projection - there is a requirement for approximately 90,000 new urban housing units (net gain) to 2001. There are approximately 650 hectares of vacant land within the Greenbelt which can accommodate approximately 25,000 units (if built-out according to current zoning or subdivision plans). To accommodate all 90,000 units inside the Greenbelt, either these remaining vacant lands would need to be built to extremely high densities or massive redevelopment of existing neighbourhoods would be required. In both cases, virtually all new housing stock (i.e. 90,000 units) would need to be high density (apartment) units. To date, established community groups have been most resistant to "densification".

The household forecast used by the regional staff is based on propensities to form households - by type - by age cohort. An analysis of this forecast reveals that even given the progressive aging of the population, the number of "non-family" households (singles, both old and young, unrelated or non-married couples etc) will only increase by approximately 25,000 households to 2001. Under the situation given above if 90,000 apartments could be built (inside the Greenbelt) but only 25,000 new "non-family" households come on stream - the question is raised as to the fate of this apartment stock. There would need to be a wholesale shift in preference of the "family" households (which comprises the other 70% of household growth) away from ground-oriented housing (singles, semis, rows). Staff have no evidence that a wholesale shift will occur.

There are, therefore, two basic problems with a development option that puts all new residential growth inside the Greenbelt. First is the difficulty in physically achieving it (neighbourhood resistance etc) and second it results in housing stock characteristics that do not match forecast requirements.

East and West vs. South

Another major issue raised in the briefs concerned the desirability of growth east and west of the Greenbelt as against growth to the south. There were two aspects to this issue.

First, there was concern about the effect of an "early start" in the south on the achievement of a "critical mass" in Kanata and Orleans. The desirable elements of this critical mass - which might be upset through the additional competition represented by the south - included the achievement a strong employment base, the attraction of major community facilities (hospital, sports facilities etc) and competition for infrastructure dollars (i.e. to solve current problems - transit, roads, sewers).

Second, there was concern that, upon further analysis, expansion of the planning boundaries of Kanata and Orleans may be preferable to starting a third urban community in the south.

With regard to "critical mass" there are definite benefits to achieving certain population thresholds in Kanata and Orleans. The planning staff reviewed the question of optimum size for satellite communities, and although the results are sketchy, conclude as follows:

- a growth centre of 15,000 to 20,000 is required to ensure basic transit service as a viable proposition. After this threshold, the structure of the community (as against its size) determines, in a large part, the level of service (and modal split) that can be achieved.

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- although somewhat unpredictable below a community size of 25,000, the activity rate (ratio of employment to population) can generally be expected to increase as population increases to 75,000. The activity rate then stabilizes even though population may increase substantially (75,000 to 150,000).

- most community facilities (minor department stores, sports, hospital etc) can be supported by a community of 50,000 to 75,000 persons. The one exception is a major department store (such as would anchor a regional shopping centre) that may need a market population of up to 120,000 to guarantee its attraction.

- a marked shift in the mix of housing types away from an emphasis on singles towards multiples and apartments can be expected to occur as the community grows. In communities around metro Toronto this shift appears to occur at about 75,000 (although the results are quite mixed). In comparison to these communities, Kanata and Orleans are achieving a relatively good mix of singles and multiples - although a bit light on apartments.

On balance, it would appear that a "critical mass" may be represented by a population somewhere in the range of 50,000 to 75,000 - but to emphasize, the results of the research are not conclusive.

Although it might be tempting to hold off further development in the south until the population size of Kanata and Orleans approached 75,000, the majority of the land for ground oriented housing in these communities will be absorbed before the 75,000 threshold is reached. As the low density land supply diminishes, upward pressure on land and housing costs can be expected (there is also a greater chance that control of the market will be concentrated in a small number of hands).

Which leads to the second, related issue - the relative merits of adding additional low density lands east and west or inside the Greenbelt as against developing south of the Greenbelt.

First, it is recognized that if it could be achieved, growth inside the Greenbelt would be desirable. The Regional Development Strategy discussion paper demonstrates that it is the cheapest. As discussed earlier however, this doesn't provide a solution since there will not likely be very much land available for ground oriented housing inside the Greenbelt by 1990. Certainly not anywhere near enough to meet the forecast requirements.

Second, limited growth to the south of the Greenbelt (especially below the threshold at which a transitway is required) would be relatively cheap - on the assumption that the 416 is built thereby providing substantial road capacity to the south. This would provide additional land for ground oriented housing, relieving pressure for expansion in the east and west urban communities and provide time to resolve the transportation problems in the east-west axis. Growth south of the Greenbelt would also provide impetus to a second east-west road, such as the Inner Ring road which would provide relief to the Queensway corridor.

When further expansion is required a more thorough analysis of the potential east, west, and south of the Greenbelt would be required - and the future of growth inside the Greenbelt should be examined again.

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On balance, it is staff's view that given the need to plan for the "high" projection, additional land outside the Greenbelt will be required for ground oriented development in the early nineties - and there are advantages to balancing growth east, west, and south of the Greenbelt by making a start on the South Urban Community.

Employment Decentralization

The Regional Development Strategy discussion paper takes the position that there are benefits of encouraging employment growth in the town centres of the urban communities outside the Greenbelt and at selected nodes along the transitways.

Although this position was not challenged per se, the possible implications of it were.

First, there was some uncertainty expressed about the ability of individual "nodes" to absorb very much employment and a caution expressed that this should not be at the expense of other employment centres inside the Greenbelt. The staff agree that each node will need to be examined on an individual basis and that the impression should not be left that the nodes are the only location for future employment growth. Staff do recommend however that employment be encouraged to locate at the nodes since transit efficiency and employment concentration are mutually supporting.

The second issue concerned the "limit" to employment growth within the central area. On this, opinion was divided between those wishing to raise the limit and those favouring more stringent control.

The staff position is that the limit in the central area is not a fixed number - but is related to the capacity of the transportation system (roads and transit). To achieve 100,000+ employment in the central area (current employment approximately 70,000) will require an increase in modal split, and perhaps the Queensway collector/ distributor system. In addition, the 100,000+ limit assumes that the roads feeding all the bridges over the Rideau Canal and CPR tracks equal the capacity of the bridges and that all bridge capacity is available.

Other possibilities exist for increasing the employment level without adding more road capacity, for instance, more people living in the central area who could walk to work. In this regard, the tests run by the Transportation Department included a net increase of 2,275 dwelling units in the central area (an 85% increase in units and 80% increase in population). This can be compared to an increase of 450 units between 1976 and 1981.

On the other side of the issue were those supporting a more stringent control of employment in the central area to encourage employment growth in the urban communities outside the Greenbelt. The benefits of this are to reduce rush hour traffic flows (in the peak direction) and thereby reduce new roadway requirements.

The staff take the position that there appear to be increasing traffic problems as employment in the central area grows, and decreasing traffic problems with employment growth outside the Greenbelt. The staff therefore confirm the position that the decentralization of future employment growth should be pursued.

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Rural Growth

A final theme that was common to several briefs related to the issue of rural growth - both as to its amount and location.

First there was the question of protecting rural resource lands from development - with strong indication of support for the protection of agricultural lands evident in several briefs. The staff support policies for the protection of agricultural, mineral, and natural environment resource lands.

Second, there was a question as to the amount of rural residential growth to be permitted - and here opinion was sharply divided. Several briefs argued for the future expansion of certain rural communities - while another brief presented the position that their village could not absorb rapid growth without losing the traditional rural character and values of their community.

It is the staff's position that planning for rural communities is largely a local matter (with one major exception noted below). However, the overall amount of growth permitted in the rural area should be limited. Although some amount of rural residential development is required for those engaged in rural economic activities and to provide for alternative life styles - rural development, as a way of providing living accommodation for those engaged in urban economic activities has many disadvantages [eg. increased travel costs, increased road requirements, increased cost of providing community services, interference with rural economic activities (agriculture, forestry, mineral extraction), and higher land consumption]. The rural population, though growing, has remained under 10% of the total regional population. The staff position is that the 1:10 ratio of rural to urban growth be maintained as an upper limit.

The third issue related to the extension of piped services (water and sewer) to rural villages around the periphery of the urban area, and the future of these "serviced villages". There are a half dozen or so rural villages in close proximity to the urban area that potentially could be serviced through the extension of water and sewer pipes, and which have easy access to the urban area via major roads.

It is the position of the staff that the extension of services is a signal of the ultimate "urbanization" of such areas and that this process should not occur in a haphazard way. As given above, the planning for rural communities is very much a local concern. However, where a decision is taken (locally) to request extension of services, the staff are of the view that the development potential of such areas should then be evaluated against all other urban options. And if pipes are extended, these areas should then become subject to "urban", rather than rural development policies.

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SPECIFIC RESPONSES TO INDIVIDUAL BRIEFS

MUNICIPALITIES

Cumberland, Township of

1. While it may have grown at a faster rate in percentage terms, the rural share of Regional population has remained relatively constant - under 10%.

2. Most of the municipalities support the need to protect resources and the environment.

3. The Green Creek plant currently takes sewage from all of the urban area except Kanata and part of Nepean. Approximately 95% of all sewage currently flows to the Green Creek Plant. The capacity to expand the Watts Creek plant is limited. Capacity could be increased by reopening the original west plant to serve another 6,000 persons at a cost of $1.5M or by twinning the facility to serve another 33,000 people at a cost of $9M. This can be compared to the $22M to extend the Lynwood Collection. However, connection through to Green Creek would need to occur before Kanata was fully developed. It is not judged practical to expand the Watts Creek plant and upgrade it with secondary treatment to serve limited growth, and then have to connect through to Greens Creek.

4. The planning staff see merits to the early extension of rapid transit to the town centre.

5. The ways and means of achieving strong employment growth in the urban communities can be explored with the area municipalities in developing policies in stage 2 of the official plan review.

6. Point 4 - The population projection figures used in Figures 19 and 20 are for the urban population only while those used on Page 42 refer to the total population of Ottawa-Carleton which includes the rural population. The urban population is employed in the calculation of the costs of providing urban services to urban growth rather than attributing the costs to the total population.

7. The table shown at point 7 in the staff response to the City of Kanata may be of assistance (refer to page 4-5). The point that Cumberland is making is well taken given recent growth levels. However, the figures used for the EUC are but possible allocations not projections. During the course of OPTIONS testing a range of population of from 70-100,000 persons for the EUC was tested under the High RMOC population projection.

8. The staff have difficulty relating "non-capital" costs to the choice of a basic land development pattern. See Social Planning Council brief points 3, 4 and 5.

9. The staff do not believe that a fully developed south (approximately 100,000) would be a likely event within the planning horizon of 2001. And since the maximum size of a south urban community contemplated in the testing exercise was only 62,000 an expansion of the Barrhaven community on the west side of the Rideau River was all that was tested. However, the strategy report suggests that a detailed study of growth options in the south is warranted.

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10. Although in the short run it may prove advantageous to incrementally expand the east or west urban communities in preference to the south, it is the staff's view that, in the long run, balanced growth in more than two large communities around the Greenbelt will provide a more even loading of the transportation system.

11. Although the concept of delaying the south until the east and west urban communities are established has merit, the supply of ground oriented building land may be severely limited before the east and west reach 60,000 to 75,000. It can be expected that the low density lands will develop first, with higher density lands (minority of land area but perhaps majority of population) following as the community matures.

12. The planning staff agree that the future development of the east urban community is linked to the provision of new transportation services through the Greenbelt.

Gloucester, City of

1. The regional planning staff agree that the significance of the "nodes" in the employment decentralization argument may have appeared over stated. There are other locations that can be well served by transit without being on a transitway.

2. This is perhaps oversimplified. Of the jobs in the greater central area 53% are not federal employment.

3. The staff agree - it becomes a question of how much can be achieved at one time.

4. It must be recognized that a vast majority of travel occurs during the peak hours for home-work trips. The "inter-connection" of the transitway via service or arterial roads or tied into new facilities cannot be ruled out over the long term. The Inner Ring Road Corridor is being protected as a transportation corridor. This may include an extension of the transitway system as one use in the corridor.

5. The items specified in Subsections 2.3.2, 2.3.3 and 2.3.4 have been considered and are reflected in recent studies, the current Official Plan, and/or Transportation Department's report.

   Subsection 2.3.1 can only be accomplished by integrating Leitrim Road with the Anderson Road interchange at Highway 417. These roads are already a part of the Region's major road system as identified on Schedules 'C' and 'D' of the Official Plan, and therefore imply upgrading as/when necessary.

   The matter of an interchange at Highway 417 is a decision that rests with the MTC.

6. The cost figures are presented regardless of jurisdiction so as to provide a consistent comparison between options and communities.

7. The future of the Watts Creek plan has been reexamined (see Blackburn Community Association et al - point 1).

8. Expansion of the Watts Creek plant could delay - but not obviate, the need for the Lynwood Collector.

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9. The planning staff have recommended that a detailed planning study, in conjunction with Nepean and Gloucester, be initiated to resolve the configuration and size of the south urban community. This study will consider all lands south of the Greenbelt between 417 in the east and the proposed 416 in the west.

10. Under review by the Works Department.

11. Under review by the Works Department.

12. See note 9.

13. See note 9.

14. See note 9.

15. The staff is currently evaluating alternative options to population quotas, one of which is to require area municipalities to indicate general levels of growth for each village based on past growth, existing application pressures, environmental capacity to handle the growth and protection of resources such as agriculture and minerals.

16. The Regional staff are very concerned about this recommendation as it implies that every village be allowed to expand without limit even to the point where the Region would be forced to spend considerable dollars, overcoming environmental and transportation problems created by the unplanned, haphazard expansion of villages.

17. Recent data on where rural development has taken place, indicates that, in fact, strip development did not stop in the 1950s but continues in many areas most notably along the river corridors, regional roads and some Provincial highways. The present policies encouraging country lots to take place by plan of subdivision have reduced the amount of strip development which might otherwise have occurred.

    Site inspections and discussions with approval agencies such as the Ministry of Environment indicate that owners of country estate lots require lots which are larger than those in the villages. It is often the case that owners wish to have larger garages, outdoor tennis courts, above ground swimming pools, riding stables etc.

    Innovative subdivision design can be achieved with any size of lot, including urban subdivisions.

18. The planning staff agree that a fully serviced community in close proximity to the Greenbelt should not be planned as if the community were going to retain its rural character - in such cases, these communities should become part of the urban schedule (if, upon investigation, the need and desirability of urban growth in these locations is warranted).

Goulbourn, Township of

1. This comment reflects the desire of villages to maintain their unique identity.

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2. This comment shows the dichotomy of views on villages. The area municipalities want growth in their villages but also want to maintain the rural character and separate community identity of their villages. The problem is that growth especially in villages close to the urban communities on public services may, in some cases, lead to absorption into the urban communities.

3. The detailed policies governing such aspects as rural commercial and industrial development will be reviewed in the second stage of the regional plan review.

4. The lands between Stittsville and Kanata are good agricultural land and the Region has not identified the purchase of such lands.

Kanata, City of

1-4 Those points relate more to the short-term operational policies of OC Transpo than to the long-term land use policies of the Region. With regard to the transit system, this issue has been addressed in response to the Community Associations brief. If, however, the issue concerns the introduction of transit service into newly developing areas within the City of Kanata and other municipalities, then the key to introducing transit service so as to coincide with the needs, rests entirely with the municipalities' development strategies. Adoption of approriate strategies in both the form and phasing of new communities in a manner compatible with efficient high quality transit servicing will ensure that such service will be provided at the onset of development. The Region has, and will continue, to provide the necessary guidance to area municipality planners in their development of appropriate planning strategies.

5. Without the extension of the Ottawa River Parkway to the south to interchange with the Queensway, the Provision of the Deschênes Bridge would have little or no impact on the Queensway traffic. The introduction of the Britannia Parkway as a feeder bridge at the Deschênes and to the Ottawa River Parkway should have a beneficial effect on the Queensay.

6. It is agreed that the timing of the south urban community expansion will influence the rate of population growth in the east and west and there are merits to having the east and west communities achieve a "critical mass" before releasing the south for development. However there may be difficulty achieving an early critical mass in the east and west if residential development remains predominantly in the direction of ground oriented housing. That is, the high density (which yields large population increases from relatively little land) lags behind. The need for additional ground oriented housing land may occur before Kanata and Orleans reach a critical mass.

7. Five year growth rates and level are not available; however 10 year growth rates have been calculated from the options report. Past trends since 1971 in population growth for the three urban communities are presented for comparison purposes in the following table.

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POPULATION GROWTH PER YEAR, ANNUAL GROWTH RATE			
ACTUAL	1971-1976	1976-1981	Historical 1981-1983
EAST U.C.	1,029 (16%)	2,370 (21%)	2,825 (12%)
WEST U.C.	946 (13%)	1,304 (11.1%)	1,021 (5.6%)
S.U.C. (BARRHAVEN)	204 (25%)	1,356 (74%)	1,151 (13.3%)

HIGH PROJECTIONS			
HIGH PROJECTIONS FOR VARIOUS LEVELS OF POPULATION, POPULATION GROWTH PER YEAR, ANNUAL GROWTH RATE, EAST, WEST, SOUTH URBAN COMMUNITIES			
OPTION		1981-1991	1991-2001
H1	EAST	48,000 (2,470, 10.6%)	70,000 (2,200, 4.6%)
	WEST	37,000 (1,850, 10.0%)	70,000 (3,300, 8.9%)
	SOUTH	19,000 (1,030, 11.8%)	22,000 (300, 1.6%)
H6	EAST	60,000 (3,670, 15.8%)	80,000 (2,000, 3.3%)
	WEST	60,000 (4,150, 22.4%)	80,000 (2,000, 3.3%)
H4	EAST	65,000 (4,170, 17.9%)	100,000 (3,500, 5.4%)
	WEST	65,000 (4,650, 25.1%)	100,000 (3,500, 5.4%)
H7/H8	SOUTH	29,000 (2,030, 23.3%)	62,000 (3,300, 11.3%)
OPTION		LOW PROJECTIONS	
L1/L2	EAST	38,000 (1,470, 6.3%)	47,000 (900, 2.4%)
	WEST	30,000 (1,150, 6.2%)	47,000 (1,200, 5.7%)
	SOUTH	14,000 (530, 6.1%)	17,000 (300, 2.1%)
L3/L4	EAST	48,000 (2,470, 10.6%)	59,000 (1,100, 2.3%)
	WEST	47,000 (2,850, 15.4%)	59,000 (1,200, 2.6%)
L5/L6	EAST	43,000 (1,970, 8.5%)	48,000 (500, 1.2%)
	WEST	43,000 (2,450, 13.2%)	48,000 (500, 1.2%)
	SOUTH	23,000 (1,430, 16.4%)	39,000 (1,600, 7.0%)

POPULATION DERIVED FROM OPTIONS REPORT (Apr 83)

8. A very careful study of expansion potential would be required.

9. It is agreed that the costs presented in the regional development strategy paper are regional infrastructure costs only. For instance, the cost of the proposed provincial highway 416 to the south was not included but neither were the costs of provincial road improvements elsewhere (eg. Queensway). Both the east and west urban communities are served by a provincial freeway so all communities would be equal in this respect.

10. The cost of the Lynwood Collector was apportioned on the basis of future growth inside vs. outside the outer limit of the Greenbelt.

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11. The requirement for the Britannia Parkway as a four lane facility arises as a result of population growth west of the Greenbelt (option H4).

12. This is true, and the strategy document makes the point of stressing the importance of the total urban system to all regional residents. The purpose of roughly apportioning costs east, west, south and inside the Greenbelt was to examine if growth in certain directions was significantly more costly than in another.

13. Britannia Parkway costs have not been directly attribute to Kanata in the Transportation Department's report (see Tables 6 and 8). The necessity for the additional east-west capacity as provided by the Parkway and other parallel roads can be directly related to the forecast growth in Kanata.

    Terry Fox Drive costs are shown in our Table 8. Jurisdiction for such roads was not used to discount the costs as consistent comparisons for the provision of road infrastructure must be made between communities.

Nepean, City of

No staff comment.

Ottawa, City of

1. A report (dated 24 May 84) was submitted to the City of Ottawa Planning Committee. This report gives a precis of the background studies and presents major issues (Appendix 1 to this volume).

2. The discussion paper entitled Regional Development Strategy (March 84) drew upon an analysis of various distributions of employment and population to indicate which elements resulted in reduced roadway requirements (eg. improved transit modal split, achieving employment growth in the town centres etc). It also presented the relative infrastructure costs for various levels of population growth south, east and west of the Greenbelt.

3. The effect of "worst case" growth on road capacity across major screenlines was provided in Appendix 5 to the Regional Development Strategy discussion paper (March 84). The "worst case" is the combination of population and employment distribution which results in the most travel in the peak direction across the particular screenline. Appendix 5 shows the effect of increased modal split and high employment levels on reducing capacity deficiencies (i.e. reductions from the "worst case").

4. Appendix 5 to the Regional Development Strategy (March 84), at Figure 5, indicates the possible expansion of each road facility within major travel corridors (at selected screenlines). The approximate cost of each road facility is shown in Appendix 3. The potential "impact" of individual road proposals upon communities inside the Greenbelt is not explicitly set out. A more complete analysis is presented in the report published by the Transportation Department entitled Transportation Component of the Regional Development Strategy (May 84), although effects at the property level (i.e. impact of road widenings on housing etc) are not detailed.

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5. The costs of hard services as supplied by RMOC (water, sewer, roads, transit) are identified in the Regional Development Strategy discussion paper at Figure 20. Under the low projection, $425M of the $768M is for improvements made inside the Greenbelt; the majority of which is for transit and road improvements. In addition, there is $39M for the expansion of the water filtration plant (this cost is not dependant on the location of growth). Roughly speaking then, 40% of the costs for the "low" are for infrastructure improvements associated with growth outside the Greenbelt (which is not to say this 40% of costs could be avoided simply by shifting an equivalent amount of growth inside the Greenbelt).

   Under the High Projection another $407M is required; $20M of which is for improvements inside the Greenbelt and $50M is for upgrading the Green Creek Sewage Treatment Plan (this cost is not dependant on location of growth). The remaining costs (i.e. approximately 80%) are related to growth outside the Greenbelt. Again, this is not to say these costs can be avoided simply by relocating growth inside the Greenbelt.

   The City's brief however has linked the costs of providing new infrastructure to the percentage of total population that is being served. Perhaps more correctly the relationship between infrastructure for new growth and the amount of new growth should have been examined. In this regard, for most options tested, the cost of new infrastructure to serve growth outside the Greenbelt parallels the proportion of new households assigned (i.e. approximately 70% of new households and 70% of costs of infrastructure to serve new households).

   A more refined analysis of five specific options (L1, H1, H4, H6, H7) is provided at point 33.

   The Planning Department investigated the possibility of undertaking a thorough fiscal impact analysis but concluded that this technique was not well suited to regional scale analyses for strategic planning purposes.

   A follow-up exercise (i.e. post March 6th) was initiated at the request of the Region's Planning Committee to attempt the costing of soft services and non-Regional infrastructure. At the time of writing, very little data has been provided by the various municipalities and public agencies that were canvassed. It is the view of the regional planning staff that a comprehensive fiscal analysis, at the scale represented by a regional plan review, would be extremely difficult, if not impossible, to conduct and at the minimum would require individual municipalities and agencies to respond since they are familiar with the detail. As examples of the difficulty in collecting such data, the City of Ottawa planning staff have informed the staff that they cannot co-ordinate a City response, and the mayor of Cumberland has advised that he does not have the staff resources for this exercise.

6. The costing of regional infrastructure requirements as presented in the Regional Development Strategy discussion paper assumes that the higher transit modal split guideline and high employment levels in the urban communities are not met (see page 22 and Figure 20 of the strategy document).

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7. A thorough treatment of household forecasts by age group has been presented in two previous reports (see Households in Ottawa-Carleton Trends and Forecast Dec. 1981, and The Staging and Phasing of Residential Lands in Ottawa-Carleton 1980-2001 Feb. 1982). In summary, the household forecast prepared for the Official Plan Review does reflect the projected needs of the future population (both in respect to the size and age structure of the population).

   In 1981, the total number of "family" households in RMOC was 140,436 representing 70% of the total. By 2001 the number of "family" households is projected to grow to 212,712 (under the high projection) but still represents approximately 70% of the total.

   The maintenance of the 70:30 proportions between "non-family" and "family" households is coincidental. There is a distinct shift in the age of the 30% "non-family" component. In 1981, there were 61,580 "non-family" households, 44% of which were headed by people aged 0 to 34 while 25% were headed by people 65 and older. In 2001 (under the high projection) the number of "non-family" households is projected to increase to 86,473 of which 30% will be headed by people aged 0-34 and 32% will be headed by people aged 65 and older.

   In terms of the impact this may have on housing requirements, it is shown in the staging report (cited above) that the propensity for young "non-family" households is largely in the direction of rental apartment stock whereas those aged 65+ have much higher propensity for ground oriented housing and for ownership.

   The assumption used to produce the land requirement forecast in the strategy document was that 38% of all new housing construction to 2001 (i.e. 34,500 units under the high projection) would be apartments, most of which would be located inside the Greenbelt. Since the number of "non-family" households headed by persons 0-34 will remain virtually unchanged to 2001 and the number of "non-family" households headed by persons 65 and older will only increase by 14,400 households (under the high projection), the projected addition of 34,500 new apartments is considered very generous.

   When averaged across all age groups, 38% of households were housed in apartment stock in 1976. In 1981, of the total urban housing stock 36% was comprized of apartments. Therefore it would appear that the 38% apartment construction assumption used in the land requirement forecasts for the Regional Development Strategy is consistent with past trends and more than takes account of requirements for the aging of the population (as discussed above, if anything the 38% is generous).

   In short, the actual assumption about mix of new housing construction used in the strategy report over-provides apartments by a substantial margin - if propensities per age cohort remain stable. To successfully argue that more than this number of apartments will be needed would require strong supporting evidence that proportionally more young people, more seniors, and the middle age groups will alter their traditional pattern of household formation, ownership and lifestyle. The regional planning staff have no evidence that a fundamental shift is on the horizon.

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8. When the regional planning staff met with area municipal planners on 7 March 84 to present the Regional Development Strategy discussion paper the question of a formal review mechanism was raised. No concensus emerged regarding the need for a formal process.

9. Certain policy areas would benefit from a joint review and this process is being and will be followed. For example, all rural planners have met as a group to discuss a position paper on possible changes to rural development policies. Also, the area municipal staffs have been meeting jointly to discuss district centres (employment areas) policies.

10. The schedule for the region's Official Plan Review has been discussed at several meetings of the Planning Committee and will be addressed again at their meeting at the end of June 84.

11. This is not correct. Kanata is far exceeding the Regional Plan's anticipated level of employment growth, and Orlean's is just slightly above the activity rate given in the 1974 Regional Plan for communities their size. The Regional Plan anticipates a rising activity rate with population size.

12. The Regional Development Strategy document highlights the projected growth in households, the majority of which (70% - see note 7) will be "family" households and the land requirements related to meeting this projection (that is, 90,900 units to 2001 under the "high" projection, of which 56,358 are "family" households). As at December 1983 the vacant residential land supply inside the Greenbelt stood at 25,400 units based on current plans or zoning - of which about half are apartments.

    The strategy discussion is firmly based on an assumption of meeting the projected housing requirements and a realization of the limited potential for meeting total requirements inside the Greenbelt. All of the options tested assumed that the vacant lands inside the Greenbelt would be substantially built-out. The smallest number of new dwelling units added inside the Greenbelt of all options tested was 24,700. One option (H1-the one concentrating most growth inside the Greenbelt) was based on an assumption of substantial redevelopment in addition to building on vacant lands - in total 41,555 units were added inside the Greenbelt. This would represent a net increase of approximately 20% of the total housing stock inside the Greenbelt.

    The H1 option therefore assumes that all the vacant land inside the Greenbelt is built out, and there is a further net gain of some 16,200 units through redevelopment (which, for comparison, is a number of units twice the size of the entire housing stock in the City of Vanier). Even with this option however, some 49,500 units remain to be located outside the Greenbelt (under the high projection).

    If the "low" projection is examined as opposed to the "high", there is a total requirement for 60,200 units by 2001. Again, as there is only sufficient vacant land inside the Greenbelt for 25,400 units, there will need to be continued development outside the Greenbelt or massive redevelopment of existing neighbourhoods.

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[The difference between the new units required (60,200) and the unit potential vacant land inside the Greenbelt (25,400) is some 34,800 units. For comparison, this is almost the total housing stock of Nepean and Gloucester combined inside the Greenbelt. Redevelopment of inner neighbourhoods to accommodate the entire housing requirement is not realistically achievable].

In conclusion, the position taken in the Regional Development Strategy discussion paper is that development would need to continue outside the Greenbelt. The testing of an option that did not include development outside the Greenbelt was considered pointless.

13. This is an illogical argument. Although a decision on a preferred strategy would dictate the shape of policies flowing from that decision (i.e. policies should support the selected strategy) it would not preclude the involvement of municipalities in the policy development phase. However, to be constructive, the involvement of the municipalities would need to be directed towards supporting, rather than undermining, the selected strategy.

14. This is true but is not unusual to proceed from the general to the specific. That is, to reach agreement on a broad sketch and then fill in the details later. In the example given, in the City staff's report, every alternative arrangement of future growth will require changes to the urban transportation system. The thrust of the Regional Development Strategy discussion paper is to illustrate ways (i.e. increased transit, employment decentralization) that will minimize the overall amount of roadway widenings, new road construction, and major redevelopment of established neighbourhoods.

15. Analyses of the "options" from a transportation perspective were carried out by regional planning and transportation staff under the aegis of the ACPAT Subcommittee on Land-Use and Transportation. The Options Report did point out that "as a result of analysis and evaluation the recommended option may well be one which combines attributes from many". In this vein, the strategy document drew upon the findings from all the tests to highlight the costs of worst case conditions and ways to reduce the impacts of the worst case. But the Regional Development Strategy discussion paper deliberately stopped short of making any recommendation of a preferred strategy. This was to be the subject of a subsequent report once the results of the May 29th public hearing were digested.

    Following the public hearing (May 29th) on the discussion paper, the staff prepared a summary evaluation of the options and this is provided in the report which presents the staff recommendations to the Region's Planning Committee (June 84 report).

16. This statement should be interpreted in the context in which it is presented. There <u>are</u> committments by way of planning approvals for additional development (both inside and outside the Greenbelt) and there is built in momentum that would make it impossible to switch directions overnight. That is why the strategy report is at pains to present a very realistic view that the official plan review "therefore, is concerned primarily with what might happen after the late 1980's and into the 1990's and beyond".

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17. The transportation analysis in Appendix 5 and the costing of infrastructure are both presented on a worst case basis (i.e. revised modal split guidelines are not met and the 35% employment target is not met in the urban communities outside the Greenbelt).

18. The relationships of declining household size, changes (slight increases) in development densities, the decrease in redevelopment expectations and the increased consumption of urban land were highlighted in the strategy discussion paper. More importantly these issues were thoroughly discussed in the regional report entitled The Staging and Phasing of Urban Residential Lands in Ottawa-Carleton (Feb. 82) and the regional report entitled Land Use in Ottawa-Carleton (August 82), both of which have been available to City staff for quite some time. In addition, on 13 April 84 the City staff were provided with a draft file report (working papers) that summarized several research projects on densification, development density and future land requirements. Further computer printouts of the allocations of population, employment and dwelling units for the City of Ottawa were transmitted together with preliminary working papers on the options evaluation.

19. Having undertaken considerable research on various aspects of land consumption, and noting the number of variables involved, it was quite appropriate to inform the readers of the strategy discussion paper that "future urban land requirements is one of the most difficult areas to forecast because it relies on so many assumptions".

    If and when the City staff produce a forecast of urban land consumption, and an explanation as to how their forecast can be accommodated on land inside the Greenbelt, the regional staff will be in a better position to evaluate the relative acceptability of the forecast used in the regional official plan review.

20. A review was made of a large list of potential evaluation criteria. But one by one they were dismissed as being impractical or useless for discrimination between the broad brush options used in the official plan review. For the purpose of the discussion paper it was therefore concluded that disruption (as evidenced by more roadway construction or high density development in existing neighbourhoods) should be minimized - and the elements of a strategy that could reduce such disruption were highlighted.

21. There is no realistic development option that will not require some new roads or road widenings through existing neighbourhoods. The regional strategy paper highlights ways to reduce new roadway requirements.

22. A discussion of the potential for redevelopment inside the Greenbelt was presented in the regional report entitled the Staging and Phasing of Urban Residential Lands in Ottawa-Carleton (Feb 1982). A draft of that report was reviewed by City staff and a lengthy response from the City was presented to regional Planning Committee and Council with the Feb 82 report. This is not a new subject of discussion between the regional and city planning staffs.

23. The regional staff have produced a thorough study of employment in Ottawa-Carleton (report entitled Employment in Ottawa-Carleton 1976-81 Feb 82) and a detailed employment projection which discusses growth prospects by employment sector (report

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entitled Employment Projections Ottawa-Carleton 1981-2001 April 1983). These reports have been available to the City staff for quite some time (and were listed in Appendix 1 to the strategy report). The strategy report (not counting appendices) is only 31 pages long - based on a deliberate choice to aim it at broad public consumption.

It was assumed however that local planning staffs and technical agencies would go to the background documents to review the detailed technical basis of the official plan review.

24. The low population projection equates to a continuation of trends in net-migration observed in the 1976-1981 period (1760 per year). - a period of very low levels of annual net-migration. In fact this period was chosen since it represents the lowest level of any 5 year period of migration since 1951.

The high population projection was chosen to provide a level at the upper end of the population envelope. The migration assumption associated with this projection employs 6,000 migrants per year for the duration of the projection period. This level of migration was exceeded during the 1966-1971 period where net-migration was estimated to be over 7,000 persons per year.

Together the low and high migration assumptions delineate a possible and reasonable range of population which could occur by the turn of the century. In two of the last four 5-year periods these levels were observed in Ottawa-Carleton. The mention in the strategy paper of the average of the last twenty years being approximately 5,000 net-migrants per year is given for illustrative purposes only.

To put these figures in perspective, the 1983 population of Ottawa-Carleton has been estimated by Statistics Canada and by the Ontario Ministry of Revenue as approximately 574,900 persons. This represents a growth of over 21,000 persons in the last two years (an annual average population increase of 10,500). This is almost twice as high as the low population projection assumptions. In fact, in the last two years Statistics Canada estimate (using Federal Taxation data) that there were over 17,000 net-migrants (or 8,500 per year) in Ottawa-Carleton, over 2,500 per year higher than the net-migration assumption of the high population projection!

On the employment side the NCC's most recent (1983) survey of federal government employment indicates that the federal civil service in the National Capital region has increased at 2.6 per cent per year or by nearly 5,500 employees since 1981. In the five years prior to 1981 the growth rate was only 1.1 per cent or about 1,500 employees per year. Of note is that 87% of this recent growth took place in Ottawa-Carleton. This rate of increase is almost as high as the growth rate experienced in the National Capital region in the 1970s.

25. The relationship between past trends in population and employment growth and the assumptions associated with the projected levels of population and employment is discussed fully in the two background reports: Employment Projections Ottawa-Carleton, 1981-2001, April 83, and Options for Future Growth Ottawa-Carleton, 1981-2001 April 83.

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In the period 1961 to 1971 population of Ottawa-Carleton grew by nearly 114,000 persons while employment is estimated to have increased by 73,300 jobs. In the 1971 to 1981 period population increased by 75,000 persons while employment increased by over 79,000.

26. As set out in note 7 above, the aging of the population was considered explicitly in the forecast of household requirements and the age structure is also used in the employment forecast. City staff should refer to the background technical documents for these details.

27. This is incorrect. The background reports have shown quite clearly the strong relationship between job growth and population growth (through in-migration). Further, the population projection (range) used for the official plan review is constrained by past experience ("highs" and "lows" the region has experienced before).

    It is true that a purely economic forecast would be a valuable input to the plan review exercise but the strategy report is quite correct in explaining the near impossibility of constructing a long term economic forecast. However, there is reason to believe that the approach taken by the regional staff is suitable for official plan review purposes.

    First, Public Administration and Defense, the majority share of which is the federal government, comprized 38% of total employment in 1981. The NCC have agreed that the regional development strategy assumptions regarding growth range for the federal public service are suitable for official plan review purposes.

    The next largest sector, Community, Business, and Personal Services comprized 29% of the total employment in RMOC in 1981. The growth of this sector is strongly linked to overall growth in population.

    These two broad groupings make up two thirds of total employment and are not amenable to "economic" forecastings.

    The remaining third; consisting of trade, manufacturing and F.I.R.E. etc would benefit from an economic forecast approach if a twenty year forecast could be constructed with confidence.

    When the City staff prepare an economic forecast, the regional planning department would be most pleased to review it against the range of projections developed for the official plan review. In the meantime, all of the assumptions concerning the employment projections, by sector, produced by the regional staff are clearly set out in their report entitled "Employment Projections Ottawa-Carleton 1981-2001", April 1983.

28. The strategy discussion paper did not set out to present the detailed technical research lying behind the official plan review. This research is reported in technical documents which were listed in the discussion paper and available to City staff to review.

29. See note 28.

30. Projection of the future age structure and the propensities of each age cohort to form households (of different sorts) is exactly the way the regional household forecast was prepared. The forecast report has been available to the City since December 1981.

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31. See note 7. If anything, the forecasting of household and land requirements presented in the strategy discussion (Appendix 4) over-predicts the number of apartment units that will be required. Further, the number of non-ground oriented units was held constant for all "high" options. In all options, the majority of non-ground oriented housing is located inside the Greenbelt (i.e. small family and non-family accomodation in close proximity to services).

32. The qualification of the cost estimates is to advise the reader not to take them literally; they are for comparison purposes only. Rather than concentrate on the precision of the numbers, the strategy discussion attempts to sketch the likely order of magnitude of costs; to put these into perspective by comparing them to past budget expenditures; and to show the relative ranking of costs of providing for growth inside the Greenbelt, versus east, west, and south. It is a question of texture; the strategy discussion deliberately attempts to present a coarse overview; the fine details can be filled in at later stages of planning.

33. Since regional infrastructure is directed at households (rather than people) it is better to relate costs to existing households and to those new households created through growth.

The costs to bring regional infrastructure up to standard for existing households is given as follows:

	1981 Households	Costs to bring up to standard $M					Costs per Household $
		Roads	Transit	Water	Sewer	Total	
Inside Greenbelt	170,338	151.4	200	-	-[2]	351.4	2,063[3]
Outside Greenbelt[1]	14,597	3.6	-	2.95	-	6.55	449
Total	184,935	155	200	2.95	-	357.95	1,936

[1]ie outside inner limit of Greenbelt
[2]a major program of sewer upgrading ($300M+) may be required.
[3]the sewer liability (see note 2) could raise this per household cost to $3,825+.

On top of this are the costs of additional infrastructure to provide for growth. For the "high" projection, these costs vary between $5,167 to $8,405 per new household inside the Greenbelt, and $8,061 to $9,891 per new household outside the Greenbelt.

The proportion of total costs associated with growth in households inside the Greenbelt as against the proportion of all new household this represents is presented below:

	%1981-2001 Households Inside Greenbelt	%Total Cost Attributable to New Households Inside Greenbelt	%Total Cost Spent Inside Greenbelt[1]
H1	50.4	30.4	54.1
H4	29.2	26.6	49.9
H6	29.2	32.1	56.4
H7	29.5	24.4	47.5
H8	29.5	27.2	50.5
L1	54.8	41.5	66.9

[1]Includes costs to bring services up to standard from table 3 (above)

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For most options tested, especially those assigning approximately 70% of all new households outside the Greenbelt (H1 and L1 excepted) the general pattern is for the proportion of new infrastructure costs to parallel the proportion of new households (i.e. 70% of new households and 70% of new infrastructure costs located outside Greenbelt). It is only under the H1 and L1 options (where growth is most concentrated inside the Greenbelt) that the distribution of costs and growth are unbalanced (eg. under H1 50% of growth and 30% of costs are assigned inside the Greenbelt).

34. The analysis being suggested is a huge undertaking. Further, one must question the presumption in this statement that significant differences would exist in the cost of soft services - depending on the land pattern that is chosen. All options tested have the same basic urban structure, that is, three urban communities separated from a well developed core by the Greenbelt; and the employment, housing and population forecasts are identical (for all "low" options, or all "high" options). It is unlikely that major social costs (relating to poverty, disease, unemployment) are sensitive to land use pattern although certain elements of the delivery of social services are (eg the number of vacant schoolrooms). The planning staff initiated a follow-up exercise to obtain an indication of other public costs from area municipalities and agencies but have met with very limited success. The four school boards have all indicated a preference for the option which placed the highest population inside the Greenbelt, based on factors such as better use of existing facilities. The school boards did not, however, quantify cost differences between options.

35. The following statement, as given in the City staff report, is a distorted and unfair representation of the strategy discussion paper.

quote from City staff report;

"A major reason stated for encouraging growth to the outer urban communities is the large proportion of costs for water, road and sewers which will be recovered through Provincial grants or other revenue" (emphasis added).

First, the strategy discussion does not "encourage" growth to the outer urban communities - it faces the reality that growth will need to occur outside the Greenbelt if housing requirements are to be met. See note 12.

Second, the recovery of costs for roads or transit from the Province or water and sewer improvements though water rates is not dependant on location. For example the majority of the transitways, which currently attract a Provincial subsidy of 75%, are located inside the Greenbelt.

36. It is an incorrect interpretation to suggest the strategy document builds a case to "accommodate the present high rate of land consumption". What the strategy paper presents is a calculation of land requirements that will accomodate the housing forecast. Unless something dramatic occurs to influence the population's housing choice and the size of their households, the existing and future population will continue to create large numbers of new households with majority tendencies to look for ground oriented housing. While the regional planning staff can support policies to encourage more intensive use of residential land, inside the Greenbelt and elsewhere, they are

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not prepared to suggest household size will dramatically increase into the future, or that inner urban neighbourhoods will all of a sudden become highly tolerant of density increases, or that most families will abandon the traditional tendency to prefer ground oriented housing (singles, semis, rows).

37. Costs for the roads and transitways required under various optional distributions of employment and population are provided in Table 10 of the report from the Regional Transportation Department entitled "Transportation Component of the Regional Development Strategy" May 1984. These costs, plus the costs of water and sewer and other evaluation criteria are presented in the report to Planning Committee on the recommended regional development strategy (June 1984).

38. The regional planning staff deliberately set about a process of informal consultation with municipal staffs, technical agencies and community experts during the development of the strategy discussion paper. And upon release of the discussion paper on March 6th two and one half months of productive informal discussion with community groups ensued - and these discussions have continued.

    It is the staff's view that this process has been working well and is providing a comfortable forum for dialogue for those who wish to take advantage of it. See note 6.

Vanier, City of

1. The planning staff agree; a prime objective is to balance the provision of jobs and housing to reduce peak hour movements. A second objective is to locate some employment at transitway nodes to take advantage of (and give support to) a high level of transit service. In the options testing exercise, projected employment levels for Vanier were increased to 6,450 jobs - as compared to the 5,605 jobs in 1981.

2. Staff agree. See City of Gloucester, point 1.

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AGENCIES, INTEREST GROUPS ETC.

Action Vanier

1. The regional strategy discussion paper highlights the importance of reducing the impact of disruption of existing neighbourhoods (resulting from new roadway construction or redevelopment). But the paper also presents the reality that changes in the urban system are inevitable as the regional community grows.

2. While the actual proportion of French mother tongue within of the Ottawa-Carleton population dropped from 20.8% in 1971 to 20.2% in 1981 the absolute number of persons of French mother tongue increased by nearly 7,000 persons. The number and percentage of persons of French mother tongue did decline between 1971 and 1981 in the Cities of Vanier and Ottawa together by 8,200 persons, however this decline was more than offset numerically by growth in absolute numbers of persons of French mother tongue in the outer urban municipalities. Between 1971 and 1981 the following increases in French mother tongue occurred in Gloucester (9,410 persons), in Cumberland (2,605 persons), in Nepean (1,910 persons) and in Kanata (nearly 1,000 persons). Staff therefore disagree that the Quebec side of the Ottawa River is becoming the new home of Vanier's and Ottawa's displaced Francophone communities. In fact a great deal of their movement appears to be towards the outer urban municipalities in Ottawa-Carleton.

Association for the Preservation of Kars Esker

No staff comment.

Association of Concerned Citizens - Rideau Township

1. Provision for rural non-farm accommodation as an alternative lifestyle is one of the objectives of the rural policies in the Regional Official Plan.

2. Not yet arranged.

3. The villages experiencing the greatest pressures for growth are those located on the periphery of the urban communitites. In Stittsville, there has been pressure to develop the remaining land between Kanata and the village which if approved, would result not in the expansion of a serviced village but an extension of the West Urban Community. The area municipalities would like to see expansion of their villages, but in the cases of Leitrim, Notre Dame des Champs and Manotick expansion, especially on public services, is likely to lead to amalgamation with the urban communities.

4. The 1974 regional plan left village planning to area municipalities - after setting an overall limit to rural growth (10% of total) and indicating that approximately half of this should be directed to the 29 designated villages. The regional plan also set out criteria to be considered when village expansion was being planned for, and set a 1,000 limit as the point at which further growth should be reviewed against the capability of the village site to expand on the basis of private services (septic tanks and wells).

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The 3,000 limit suggested in the Rideau citizen's brief would need to be justified if it were to be adopted as a "general" rule for rural villages. More likely, each village would have a different limit, based on physical parameters and the aspirations of the community in question.

5. The planning staff agree that the expansion of piped services to a rural village is the likely turning point in the conversion of the village from a rural community to a centre of future urban expansion.

6. See 3 above.

7. The Region should be concerned about the protection and enhancement of those routes leading into the area.

8. The list of recommendations provided by the Rideau citizen's brief could form the basis of a position on village growth policies. This position can be refined in the policy development stage of the official plan review. At this stage it is important to reach concensus on how the provision of piped services (water and sewer) to villages alters the role of rural communities. Put bluntly, the regional plan, should draw a distinction between rural villages and serviced communities which, in effect, are extensions of the urban area into the countryside. Each rural community through its local planning, can determine which path the village is to take.

Bank Street Promenade

1. The Albert Street Transit Mall design has not been perceived correctly. The mall will accommodate two-way bus traffic, not one-way as stated in the brief. Access for all other traffic will also be permitted on Albert Street.

Bike for Safety

1. As bicycles tend to be used for short trips, it is more likely that increased use of bicycles will have a greater effect on reducing transit usage as opposed to reducing the number of autos on the roadway.

2. Any impact on either road or transit use wuld only be seasonal. Travel will still have to be accommodated in those months when it is not practical to use bicycles.

Billings Heritage Area Community Association

No staff comment.

Britannia Hard Services Committee

1. The City of Ottawa staff has been privy to the background documents of the regional plan review and have been involved in numerous briefings. The regional plan is not a consolidation of local plans - rather the regional plan sets the stage for local planning. In this sense the regional plan is very official - local plans must conform to it.

The NCC have been involved as a participant in the joint land-use and transportation planning exercize of the regional plan review. The NCC and staff have kept each other aware of their respective planning activities over the past two years as they both work towards their individual plan reviews.

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2. The regional development strategy discussion paper did not take as its purpose the presentation of an evaluation of numbered options (H1, H4, H6 etc). The discussion paper attempted to synthesize the results of a great deal of research (population, employment, households, land requirements, piped services, transportation) into a readable discussion paper -- to draw out some basic conclusions and encourage community groups to examine the broad picture, rather than focus on details during Stage 1 of the review.

3. The background reports(except the transportation report - released 29 May 84) were available since the release of the strategy paper 6 March 84. And, staff were available to discuss the detail.

4. The staff will be pleased to discuss the issues matrix.

5. The lower densities that are highlighted in the strategy discussion result mainly from the decline in household size - across the entire housing stock. A physical land use plan cannot be set-up to ensure that household size doesn't decline. The decline in household size was predicted in the 1974 plan, but the decline was steeper than anticipated. In this context, the term "sprawl" may be inappropriate when in truth all that happened was the population reorganized itself into a larger number of smaller households - but, on average, at slightly higher built densities(see "major issues" at page 3-3 of this volume).

6. The basic purpose of the regional plan is not to hit a target but to provide guidance for physical planning that can accommodate population employment growth falling within an established range.

7. The statement of the need for Britannia Parkway has been taken out of context. The statement on page 3-5 of the Official Plan indicates "... to meet the requirements of the planning area if a population of 1,000,000 is reached ..." In particular, the limitations indicated in Section 3.1.2.6 (page 3-11) of the plan should be considered.

   On page 3-19 of the Official Plan, it is indicated "Full development of all facilities in the primary road network is expected to be required when the population of the planning area reaches about 800,000 persons." By definition, as indicated in the first paragraph on page 3-19, any conceptual link is to be considered as part of that primary network. The Britannia Parkway is specifically identified on pages 3-22 and 3-23.

   The requirement for the Britannia Parkway is confirmed under certain scenarios of Regional growth as is detailed in the Transportation Department report (Table 6, and page 37). The extent of growth in Kanata has a greater bearing than the Regional growth in determining the need. The reference to the costs to be born by the Region, as a whole, cannot be further refined than that shown in the Transportation Department report. For consistent comparison purposes between options, total costs were calculated. Jurisdiction and/or subsidies can be extremely difficult to forecast beyond the current year.

8. And yet the alternative - more densification of existing neighbourhoods to reduce suburban land consumption - has been resisted by community groups.

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9. This is an incorrect assumption. See point 1.

10. Land use jurisdiction problems have long been recognized.

11. See point 1.

12. The staff support policies that would provide for the intensification of use on all urban lands (both inside and outside the Greenbelt) if it could be realistically achieved. However, the regional plan cannot be based on the hope that attitudes will change and somehow the additional 90,900 ("high") or 60,200 ("low") households (to 2001) will be accommodated in existing neighbourhoods.

13. Agree - each site will need a separate study to determine its potential. The strategy document suggests that development would occur at "selected" nodes.

14. The definition of a conceptual link can be found on page 3-19 of the current Official Plan.

15. The question on timing for implementation of the Britannia Parkway or other arterials is partly referenced by the Transportation Department report. It is very difficult to define what is "achievable" for construction as the following type of information is not available: tax rates (property, municipal), subsidies, and jurisdiction.

16. The logic used to derive priority of improvements, including the Britannia Parkway, is outlined in the Transportation Department report (pages 26 and 27). The Britannia Parkway could join the Queensway between the Acres Road and Moodie Drive interchanges. A direct connection to Highway 416 from the Parkway is not anticipated.

17. It must be noted that the transitway extension west is not an alternative to the Britannia Parkway. Both facilities were included in the analysis, with priority on the transit facility.

18. The removal of buses from the Ottawa River Parkway has previously been anticipated, and the Richmond Road Corridor as indicated on Schedule 'E' of the Official Plan has been protected for a future transitway.

19. No design work for the Britannia Parkway has ben carried out to date, but since it is intended to use an abandoned rail corridor which is currently in public ownership, the likely impacts are anticipated to be minimal.

20. The basic Regional Collector Sewer Systems gathers sanitary sewage from area municipalities for delivery to treatment centres. Portions of the area municipality systems are combined carrying both sanitary and storm sewage flows. When combined trunk sewers discharge to the Regional system, flow regulators in the system limit the effect of storms and infiltration effects to a maximum of 2½ times dry weather flows being transported for treatment. The excess flows which are contaminated to a degree, are bypassed to receiving watercourses.

    Flows in the Regional Collector Sewer System and in the tributary area municipal systems are not metered except for total flows received at treatment centres. A review of this data compared with design data, statistics on population by

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sub-districts and their water usage reecords have indicated that considerable volumes of extraneous flows are entering the overall system. This situation is a problem of considerable magnitude in that the sewer system(s) which have considerable theoretical excess capacity are now taxed beyond their limit. This situation is a probable factor in existing flooding problems experienced throughout the area. The situation also has implications on developments and rezoning proposals in that increases in flow cannot be tolerated in certain districts at this time.

In recognizing this problem, the Region has purchased monitoring equipment to establish records of actual flows experienced within its system for study and analysis. The data obtained will lead to isolating those Regional system components which are indicated as having the greatest degree of problems. The study will aim at directing attention to collector sewer sections needing corrective action to overcome extraneous flows.

Irrespective of faults within the Regional system per se, it is highly probable that the connected area municipal systems will also be in need of corrective action. To this extent, an integration of the regional system study has been initiated and is being coordinated with the City of Ottawa who are a major tributary source to the regional system. It is envisaged that these studies may be extended to include coordination with other area municipalities as may be indicated by early results of the regional study.

In reference to schedules, the Works Department expects to acquire sufficient flow data by late spring 85 for preliminary system analysis and recommendations on courses of action. While some system deficiencies may be determined and corrected during the monitoring period, it is not expected that significant system relief will occur from implementation of recommendations before 1986. This schedule will depend significantly on the developments of the study. Further, the schedule is dependent to degree on activities by the area municipalities with jurisdiction over their system portions. The schedule will further be determined by the magnitude and/or cost of indicated corrective action.

21. Mr. Courtney met with regional planning and transportation staff on several occasions to review background information. Mr. Courtney then made a formal presentation at the 29 May 84 public hearing.

Campeau Corporation

1. Under review by Transportation Department.

2. Under review by Transportation Department.

3. With the building of the Hunt Club Bridge, the Merivale industrial area will soon have good access to the airport. The South Ottawa & Albion Road industrial areas are two major areas that already have good access. Thus, there is some doubt that "the South Urban Community will provide an immediate impetus for a major business park in Gloucester" as the brief suggests.

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4. The strategy paper suggests that planning for the south should begin at an early date.

5. Under review Transportation Department.

6. The strategy paper highlights the importance of emphasizing future employment growth at selected nodes along the transitways - most of which are inside the Greenbelt. Separate studies will be required to determine the practicality of this on a site-by-site basis.

7-12 Under review by Transportation Department.

13. There are larger and more continuous sections of Class 1 land on the west side of the Rideau River.

14. Staff cannot confirm these figures for shear strength.

15. The major reason for suggesting growth to the south was based on a forecast requirement for more land. Having established that, the next question was one of location with growth in the south offering certain transportation advantages over further expansion to the east and west.

Carlington Home Owners Assc.

1. The total projected increase in new households based on the current propensities to form households and the existing and projected age structures, ranges from a requirement of between 3,920 and 5,500 households per year between 1981 and 1991 and from 2,400 to 4,300 households per year for the 1991 to 2001 period. The number of completed households between 1972 and 1976 was 8,207 per year, 5,146 per year between 1977 and 1981 and recently has averaged 4,500 per year (between 1981 and 1983).

   The demand for households is a complex question however three key variables play important roles in this relationship: the age structure of the population, the level and age structure of net-migrants and the propensity to form separate households.

   Nearly 39% of the 1981 population of Ottawa-Carleton was under 25 years of age. The key household forming ages occur after age 25 years. For example in 1981, of the populaiton less than 25 years of age only 16% maintained a separate household while 52% of the population in the age group 25-34 years maintains a separate household. This potential demand for housing is further increased when one considers the age structure of net-migrants to Ottawa-Carleton. In recent years net-migration has accounted for over 60% of the total population growth and this relationship is expected to continue. In the 1981-1983 period 88% of the 17,000 net-migrants were under 44 years of age with 54% under 25 years of age.

2. The Canadian rate of female adult (over 25 years) participation has increased from approximately 30% in 1966 to about 48% in 1982. The rate of female participation in the prime child bearing years (25-44 years) was 61.5% in 1981. Statistic's Canada has recently projected that by 1987 this rate will increase to 72% notwithstanding any increase in total births experienced by this age cohort. The employment projections that have been used by the Planning Department assume a blended labour force participation rate of between 70% and 73%. The

rate is blended because male and female labour force participation is together considered as one group. The 1981 blended participation rate for Ottawa-Carleton was 70%. The slight increase in participation is associated only with the high employment projection. This is comprised of an assumed gradual increase in participation rate for women over 24 years of age and for males and females under 25 years of age.

Civic Hospital Home Owners

1. The improvements to Fisher Avenue from Baseline Road to Carling Avenue will improve safety along the facility by better separating vehicle traffic from pedestrian traffic (sidewalks) and by improving the traffic flow at driveways, intersections, etc., where turning movements restrict flow. The capacity of the roadway will not increase significantly as it is being changed from the present rural cross-section to an urban cross-section. Therefore, it is not anticipated that unacceptable increases in traffic volume will occur on the roadways north of Carling Avenue.

   It should also be noted that the proposed construction of Highway 416 in the Cedarview Corridor will result in reduced traffic volumes on existing Prince of Wales Drive, Fisher Avenue, etc., and consequently, may postpone the widening of these roads.

2. A basic tenet of the Strategy discussion paper was to encourage those elements (employment decentralisation, increased transit ridership, realistic approach to "densification") that would reduce the amount of disruption felt by existing neighbourhoods (see page 34 of strategy document).

3. The strategy discussion paper attempted (perhaps unsuccesfully) to highlight the trade-off between the acceptance of higher densities (to accommodate more households inside the Greenbelt) as against a continuation of suburbanization which is creating a demand for more roadways.

Dalhousie Community Association

1. The planning staff are sympathetic given the complexity of the issues involved. Following the release of the strategy paper in March, meetings were scheduled with a large number of community associations to provide clarification and additional detail as required. The response from many groups (as evidenced in their briefs and submissions to the 29 May 84 public hearing) indicate that the process was instructive.

2. This is an example of one issue that would have benefited from clarification. All of the options tested and the land requirement forecast prepared for the regional development strategy are based on the assumption that vacant lands will be built-out before major programs of redevelopment occur. In the case of the Le Breton Flats lands, our options included the addition of approximately 2,000 new units.

3. The staff agree that Dalhousie Ward is a nexus of many transportation issues, most of which will need to be resolved in the second stage of the official plan review. However, the decisions being required in the first stage of the official plan review (the strategy) need not be held in abeyance pending the resolution of these particular transportation matters.

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Downtown Rideau Board of Management

1. The planning staff agree; the limiting effect of road capacity on growth in the east was foreseen at the time the original 1974 Regional Plan was drafted.

2. Although the transitway will help relieve road congestion, it should be underlined that the majority of trips (approximately 65 to 70%) will still be by auto (see note 1).

3. One potential benefit of advancing the transitways to both the east and west urban communities is the encouragement of employment decentralization, but the magnitude of this benefit has not yet been established.

4. This issue is currently the subject of a detailed study.

5. Some of this capacity will be provided by the proposed 416 freeway. The planning staff agree that expansion of the south will require such additional roadway capacity.

East End Community Associations

1-5 Under review by the Transportation Department.

6. See Township of Cumberland - point 1.

7-10 Under review by the Transportation Department.

Federation of Ottawa-Carleton Tenants

1. The effect of resubdivision to lower densities is a small factor compared to the decline in household size. In fact, overall, it appears that development density (i.e. the number of dwelling units per hectare) has increased slightly. What has declined dramatically is the number of persons per dwelling unit.

   However, the issue of losing potential multiple dwelling sites through downzoning and resubdivision is a concern. As the Federation brief suggests, this can create a loss of housing choice on lands in attractive or accessible locations. The staff support policies to preserve this potential.

2. Persons per hectare is perhaps not the best planning objective since there is no method of exercizing planning control over household size (the largest determinant of density). For instance, the large decline in population density inside the City of Ottawa over the past decade was not a result of the loss of high density housing - it was a result of sharply declining household size across all housing types. For instance, in the period 1976 to 1981 the number of dwelling units in the City of Ottawa increased by 9,380 units but the population declined by 9,282.

3. The staff agree that more intensive use of all residential lands (both inside and outside the Greenbelt) could form an important policy in the revised official plan.

4. Bayshore will be a node on the transitway and will benefit from a high level of transit service.

5. Planning controls can influence the development density (units per hectare) but cannot control household size within those units(persons per unit).

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6. The staff agree that a greater degree of acceptance to changes in housing mix, density, and income groups within existing neighbourhoods could make achievement of housing objectives less problematic. This is true for communities both inside and outside the Greenbelt. However, until there is a strong indication of wide community commitment to such objectives, the Regional Plan must continue to provide for the eventuality that there will be sufficient lands to meet a majority portion of the housing requirements on suburban lands.

Glabar Park Community Association

1. The possibility of providing a direct connection between Woodroffe Avenue north and south of Carling Avenue has previously been studied on a number of occasions. Although it is possible to provide such a connection, it has not been considered in the past to be practical due to costs, property impacts, community impacts etc.

   It is, however, our understanding that the City of Ottawa Planning Department is once again studying this subject as part of a community area study.

Glebe Community Association

No staff comment.

Hampton-Iona Community Group

No staff comment.

HUDAC

1. Comments with respect to transit priorities and transitway construction have been addressed in the Transportation Department's report, page 42, and in Table 4 (page 23).

2. The population allocations in Tables 2-5 and 2-6 of the Regional Plan seem to be a contentious issue, despite the fact that none of the municipalities have exceeded the limits established.

Kanata Community Association Representatives

1-3 Under review by the Transportation Department.

4. The support for protection of resources seems to be broad based among the area municipalities and community groups.

5. The separation of the south urban community into two parts, focussed on the 416 and 417, is an option that can be explored.

6. The regional planning staff are not convinced that industrial growth (as has occurred in Kanata and Nepean) needs to be so narrowly focussed; rather the view is taken that the entire regional community of Ottawa-Carleton is a focus of employment growth in eastern Ontario.

7. Under review by the Transportation Department.

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Ministry of Natural Resources

1. This is confirmed - these elements of the Regional Plan have been subject to recent planning studies, extensive community consultation, Council decisions and OMB reference. In the second stage of the official plan review some thought will need to be given as to how these recent amendments will be reformatted - if necessary - to fit the new Regional Plan.

The New Edinburgh Community Association

1. The phrase "growth, at whatever level, will introduce change in the urban system" was to emphasize the "systems" nature of urban growth and to highlight that growth will bring increased travel and increased requirements for new and widened roads. Because roadway changes tend to have a disruptive effect on established neighbourhoods, the strategy document then emphasizes ways in which this disruption can be reduced (increased use of transit, employment decentralization). But the main point was to make an honest presentation - no matter how you arrange the future land pattern, disruption of some communities will occur through roadway improvements.

2. The Vanier Parkway right of way is essentially along an abandoned rail right of way and is not a park. It is being and has been protected for many years for the provision of this final link.

   With respect to the general goal of the Official Plan not to disrupt existing communities, it must be recognized that it is very difficult to cater to growth without, at least, some disruption. It is for that reason that abandoned transportation corridors, such as rail and street car rights of way, are identified and maintained for future use.

   The completion of this raodway is the final link of a continuous four-lane road extending from the Hunt Club Bridge in the south to the MacDonald-Cartier Bridge in the north, and is very important in that regard from a transportation perspective. This is the only way that the full capacity potential of the MacDonald-Cartier Bridge can possibly be achieved. The realization of this potential will allow the postponement of the need and cost relative to the provision of additional capacity elsewhere in the future. This then will make cost-effective use of the bridge and its approaches.

3. The statement made at the bottom of page 4 and top of page 5 implies that the provision of more transit will remove the need for roads. This is not so as not all travel will or can take place on transit.

4. The transportation report was made available 29 May 1984 - the date of the public hearing.

5. This is only partially true. Costs of infrastructure for both the "high" and "low" were presented. The strategy report does, however, emphasize an early date for commencing planning studies related to an expanded south urban community. A long range plan should provide for this possibilty.

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6-10 See comments on the City of Ottawa brief (24 and 25).

11. In comparing modal split guidelines of the 1974 Plan with the revised guidelines proposed for an updated plan, caution must be exercised in placing undue emphasis on guidelines developed a decade ago. Guidelines prepared both then and now appropriately reflect the trends and expectations apparent at the time.

    In an overall sense, it is gratifying to note that current trends indicate that these early expectations can be exceeded, particularly in areas of major urban expansion in Ottawa-Carleton. This provides the opportunity for the upward adjustment of future guidelines. At two screenlines, however, these trends have indicated that the earlier expectations cannot realistically be met.

    It has proven more difficult to achieve high modal splits in areas where there is a high proportion of non-central area travel. The Rideau River South Screenline has been adjusted downward to reflect this condition. In the case of the Ottawa River Screenline, of the total interprovincial travel, there is a significant component of non-central area travel. To achieve a modal split of 50% over the screenline would necessitate that the centrally oriented proporion of interprovincial travel be in excess of that elsewhere around the Ottawa Central Area. This would be an unlikely condition.

    It is significant to note that the achievement of higher transit modal splits on the Ottawa River Screenline is essentially beyond local municipal control as this is largely a function of both the land use and transportation policy and established trends set by the Province of Quebec and the Federal Government. In adjusting the Official Plan, it is essential that sufficient flexibility for a range of possible eventualities be provided.

    A downward adjustment of the Ottawa River Screenline modal split does not imply a relaxation of policies to promote public transit. On the contrary, the Region's current aggressive transit policies will be continued, and strengthened further, in light of the more difficult challenge.

    The discussion on pages 53-55 of the Transportation Department report should also be referred to.

    The brief also implies that no growth will take place after the year 2001. Growth is expected to continue beyond the level forecast for 2001 into the future. This also refers to page 15 of the brief where the statement is made "never be needed".

    The capacity increase due to the Parkway of the MacDonald-Cartier Bridge is 1,100 autos per hour, not 700 as indicated at the bottom of page 8 in the brief. By not providing the capacity at this location, the traffic will have to be accommodated elsewhere, possibly causing congestion impacts to be placed across other screenlines.

12. The table presented the New Edinburgh Community Association at the public hearing on 29 May is attached at point 20 (end of brief). Note that these are PM peak period counts. The introduction of variable work hours spread out (reduced) the peak period in the short term. In addition the relocation of federal government offices to Hull led to more balanced use of the bridges in both directions and thus reduced the volume of

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peak hour, peak direction flows. The overall traffic volumes over the years 1971 to 1983 crossing the River on all bridges showed continuous increase. Traffic volumes are projected to continue increasing on all bridges.

With regard specifically to the MacDonald-Cartier Bridge, the traffic volume increased sharply in 1976 because the Alexandra Bridge was closed that year. In fact it took several years after the Alexandra Bridge was re-opened before traffic patterns reverted to the previous level of use of that facility. The construction and one-waying of streets in the Rideau area, particularly Sussex Drive, MacKenzie and St. Patrick, also affected the choice of a particular bridge crossing. Thus, volumes on the MacDonald-Cartier bridge went up, then down, then up again due to the above factors.

13. The Nicholas-Industrial link is not an alternative to the Parkway. For one thing, the Nicholas-Industrial link will not serve traffic wishing to cross the Ottawa River and will be needed to serve other purposes. As presented in the departmental report, the Rideau River Screenline was broken into two screenlines for analysis due to the existing travel patterns.

14. See point 2.

15. See point 11.

16. There is no evidence that the Kettle Island Bridge can be justified at this time while there is still spare capacity on the other bridges. In order to make effective use of this capacity, however, the capacity of the bridge's approaches must be improved by facilities such as the Vanier Parkway or the Bronson-Portage connection.

17. See point 16.

18. See point 12.

19. Staff do not support the brief's recommendation on page 16.

20. Note 12 refers.

Ontario Institute of Agrologists

1. One of the major goals in the Regional Official Plan is the identification and protection of agricultural land capable of sustained production. The implementation of policies directed at protecting the resource based are being reviewed to determine how best to accomplish these goals.

2. This statement is perhaps unfair. The 1974 Regional Plan sought to limit rural population to 10% of the regional total - which has been achieved; to focus half of rural growth on existing vilages - which has been achieved; and to concentrate urban growth outside the Greenbelt in three communities (Kanata, Orleans, and Barrhaven) - which has also been achieved.

3. One of the approaches suggested in the official plan review is to clearly identify and designate agricultural land and remove the "substantial pockets" provision.

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4. Agree. It is the planning staff's view that different planning horizons should be considered depending on the planning element. Resource lands (agriculture, natural environment) should perhaps be viewed in perpetuity, major infrastructure (bridges, transitways) should have 30 to 50 year planning horizons, urban land requirements a 20 year horizon.

5. Perhaps the best guaranty of agricultural land protection is compact urban development (which caters to 90% of total growth in the region). Several large urban centres (as opposed to numerous smaller towns) offer greater opportunities for providing a compact urban structure, offering higher levels of amenities and public transportation that, should in the end, reduce overall land consumption. It has been shown that the dispersal of population result in much higher per capita consumption of land (note: in Ontario, half of all built-on lands are comprized of rural transportation land provision, the other half are urban and rural settlement land provision). (See Plan Canada 23:4, March 84 122-133.)

6. Staff will be considering this recommendation in their review of agricultural policies.

Ottawa East Community Association

1. The Official Plan Review has assumed as much future transit travel as possible. Currently 70-80% of trips around the CBD Cordon are on transit, therefore, the guidelines for the Rideau River Central Screenline are considered to be realistic.

   As discussed below a collector/distributor system is feasible, gaining approximately two arterial lanes in each direction across both the Rideau River and Rideau Canal without adversely affecting north/south routes.

   Future costs for the collector/distributor system have not been established, as a functional design has not yet been recommended. These facilities will be required to provide the capacity to cater to the future travel through the corridor.

2. In 1981 the number of occupied dwellings inside the Greenbelt was approximately 170,000 units. Under the "high" projection there will be a need to add an additional 91,000 units (approximately). If all of these were to be accommodated inside the Greenbelt, this would represent a 54% increase.

   In 1981 there were 3,630 dwelling units in Ottawa East - Rideau Gardens. A 54% increase would represent 1,960 new units if this community were to absorb its proportional share. The regional planning staff are not advocating this position, it is presented here to illustrate the magnitude of "densification" that may be required if suburban growth is shut off.

3. The spending priorities of the Region are in the five year capital works budget. These are reviewed every year.

4. The transportation and planning staffs are working towards a rights-of-way protection policy. This will form part of Phase 2 of the official plan review.

5. The arguments in this brief relating to the Queensway Corridor are based on the ranking of the capacity deficiencies as tabulated in Table 4 of the Planning Department's document. This ranking is not appropriate for the following reasons:

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(1) Any deficiency that appears requires corrective measures.

(2) The listed capacities do not take into account planned roadworks such as those shown in the "Five Year Capital Works Programme".

(3) The "worst case" does not occur simultaneously at each screenline in any one option.

(4) In the Transportation Department's analysis, the screenline referred to in the brief is actually two screenlines - Rideau River North and Rideau River Central. This is due to the available road networks approaching the screenlines and historical traffic patterns. The Queensway crosses the Rideau River Cnetral and Rideau Canal Screenline.

It must also be noted that the ranking does not take into account the cummulative effect of the deficiencies from the Rideau River Central to the Canal screenlines. Deficiencies at these locations occur in every option.

The capacity on the north/south streets (Bronson, Bank, Main etc.) is such that traffic from the collector/distributor system can be accommodated.

The proposed connection between Industrial Avenue and the Nicholas/Queensway interchange should operate at design capacity.

The Collector/Distribution Project is probably one of the most important future transportation projects.

The current bottleneck on the Queensway is the Hurdmand Bridge. However, the problem is that a large volume of north/south traffic, from the southeast area of the RMOC, is currently using a short section of the east/west Queensway facility. This could be alleviated with the proposed Nicholas/Industrial connection (ultimately connected to Alta Vista Parkway) and the development of a collector/distributor road system to remove this north/south traffic from the Queensway.

6. In practice this is the way the annual budgetory debate occurs - with priorities being re-evaluated each year.

Ottawa Hydro

No staff comment.

Parks Canada

1. The river corridor was identified as a Regional resource in the Regional Official Plan.

Regional Community Association of Notre Dame des Champs

1. The Regional Plan as approved by the Minister and the final order of the Ontario Municipal Board provides for urban communities in the range of 75,000 to 100,000 both east and west of the Greenbelt "where adequate transportation and employment are provided". The area in Gloucester and Cumberland now designated as the East Urban Community can provide for approximately 90,000 if built-out to anticipated densities.

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2. By way of reference, if you exempt the central area in the City of Ottawa (area bounded by the Rideau River, the CPR tracks, and the Ottawa River) and look east and west (using the Rideau River as a Boundary), the situation in 1981 was as follows:

	West	Central	East
1981 Population	206,946	77,981	208,592
1981 Households	74,560	37,210	72,660
1981 Employment	70,781	110,485	68,193

The planning staff cannot accept the "western bias" thesis of this brief.

3. If the need for an expanded East Urban Community proves to be advantageous in either the short, or long run (as opposed to expansion of Kanata or Barrhaven, or growth south of the Greenbelt in Gloucester) then a comprehensive study would be required to select a new boundary for the E.U.C. which would include examining all lands along its current boundary.

4. An east-west road has been identified as a possible requirement from the Official Plan review process and is referenced in the Transportation Department report (Table 6, and page 36). If approved by Regional Council, it will be shown on the Official Plan schedules as a conceptual link, which will then be subject to further study to determine its final location.

   A bridge link from Petrie Island to Quebec is very unlikely in the context of other identified possible future river crossings, as identified in the Official Plan (e.g. Kettle Island Bridge), which are more appropriately located within the existing and proposed road networks (e.g. Highway 17, and the Ottawa River Parkway).

5. The question of future bridge crossings of the Ottawa River is a matter under review by the RMOC, the NCC, and the CRO. This will include a review of the need for a crossing in the east.

6. The Regional Plan was intended to control speculation by establishing firm boundaries to the communities within the urban envelope. Speculation at the edges of these communities can be fueled by overly optimistic expectations of growth potential.

7. Under review by the Works Department.

Seymour, Marion Consultant

No staff comment.

Social Planning Council of Ottawa Carleton

1. The regional development strategy concludes that the number of housing units required cannot be provided on lands inside the Greenbelt - hence the need to continue with suburban expansion. Unless society radically alters its approach to household formation and housing choice - this is an inescapable conclusion. Nevertheless the provision of low cost housing is a pervasive concern, regardless of the choice of settlement pattern. The

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best approach , in the planning staff's view, would be balanced urban communities (with respect to household incomes and housing mix) with a large employment base, and well served by transit. This is true both inside and outside the Greenbelt. It does not follow that a non-suburban development strategy will produce more low cost housing - or that this housing will be any easier to integrate into existing inner neighbourhoods than in newer suburban ones.

2. In this regard a key issue is choice in housing (location, type). Although there may be policy avenues open to either the regional or area municipalities with respect to the provision of low cost housing, it is not clear how one strategy favours the development of these policies over another. Appropriate policies can be developed under any option.

3. This is a most difficult question. But to start with employment, it is an input to the growth equation which is not dependant on land pattern (the "strategy") in any direct way.

   The provision of affordable housing is presumably not helped by a constrained land market which would drive land prices up and increase the level of subsidies required to provide low cost housing. The planning staff see benefits to having a large vacant land supply to keep the housing market operating efficiently.

   With respect to seniors, the strategy paper's focus on the maintenance of a successful public transit system and the allowance made for 38% of all new housing stock to be apartments (largely inside the Greenbelt) should provide some of the basic support to seniors, if achieved.

   With respect to increasing household income, the planning staff suspect that this is not directly influenced in any major way by the land development pattern.

4. While it is true that Ottawa-Carleton had higher than the Ontario average rate of general welfare beneficiencies and single recipients, other large Ontario municipalities displayed rates considerably higher than the Ontario average. Metro-Toronto, Hamilton, Sudbury, and Windsor are examples. In fact, Hamilton, Sudbury and Windsor had rates that were twice as high as the Ontario average. Sudbury's and Hamilton's total recipient rate was twice that of Ottawa-Carleton's. Ottawa-Carleton was affected by many of the negative effects of recent economic recessions but in comparison to other large Ontario municipalities it appeared to be less impacted.

5. The staff share concern over poverty but do not agree that this will be resolved through the choice of a particular land development pattern.

6. The Social Planning Council's brief appears to be searching for a direct connection between land patterns (present and future) and social costs. It is the planning staffs view that major concerns such as unemployment, health care and poverty are not directly related to the choice of land pattern within the context of the emerging development pattern in Ottawa-Carleton. What has been attempted in the strategy paper is to put a coarse dollar figure on the services to land. Services to people, and how this might relate to land pattern is a much more complex issue. Taken by themselves, there are no obvious benefits of one land pattern strategy over the others. The planning staff believe that the various options are, overall,

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quite neutral with respect to their effect on the development of social services. What may be required is a determination of the direction of urban growth followed by a determination of the best way of delivering social services given the direction of urban growth.

Trans Canada Pipelines

1. Copy of letter sent to Ministry of Transportation and Communications in Kingston (staff advised that MTC is aware of the Trans Canada Pipeline crossing and the National Energy Board requirements).

2. Copy of letter and enclosed document forwarded to the Plans Administration Division of RMOC.

Westboro Community Association

1. Staff agree. The need for respect for, and harmony with, the natural environment is covered under Goal Area 2 - "Physical Environment" in the existing Official Plan. The difficulty arises in reaching agreement as to what constitutes an unacceptable level of disruption on an individual project basis.

2. The Regional Development Strategy discussion paper is based on projections which indicate that the majority of new households will be "family" households and that these households desire ground-oriented housing types as indicated in Appendix 4 to the Strategy discussion paper, the housing mix used to project urban land requirements is: 21% singles, 9% semis, 32% ground-oriented multiples (rows), and 38% apartments. As can be seen single family homes on individual lots make-up ony 21% of the projection used in the Official Plan Review.

3. Staff agree. Employment decentralization at the regional level is indicated as desirable in the Development Strategy report. In addition, Regional Planning Committee and Council dealt with a report on opportunites for Energy Conservation in Ottawa-Carleton in Fall 1982. The report stated that the location and mix of neighbourhood community and commercial facilities is primarily a matter to be determined by the local municipalities.

   Regional Council approved a recommendation encouraging the area municipalities to study the impacts of less restrictive policies concerning the permissible land use mix, including home occupations, at the neighbourhood level.

4. Energy polciy is not dealt with explicitly in the Strategy report. However, the report to Planning Committee referred to in point 3 above resulted in Amendment 34, incorporating both goals and policies with respect to energy in the Regional Official Plan. The Official Plan Review is being conducted in that context.

5. The question of sewage treatment processes that recycle and reuse sewage has been referred to the Works Department for review. The methane gas produced at the Green Creek plant is used to fire the heating plant during the winter months. Cogenertion (the combined simultaneous production of electicity and heat) is presently being studied for implementation in the expansion of the Green Creek plant.

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6. At the 29 May public hearing, a staff report on the future of the public consultation process was tabled for future consideration by the Region's Planning Committee. Apart from the consultation processes specifically for the Official Plan Review, all community associations on the Planning Department's mailing list are sent the "In Process" newsletter. "In Process" provides information on studies underway, proposed amendments and amendments which have been adopted recently. Contacts are indicated for additional information on each study or amendment.

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INDIVIDUALS

Adams, Mr. & Mrs. C.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Brocksch, L.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Burnside, D.E.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Campbell, S.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Chatelain, R.

1. Refer to Assoc. of Concerned Citizens - Rideau Township (point 2).

2. While it is true that strip development has been permitted around the Notre Dame des Champs area, many of the smaller land holdings are located on good agricultural land and have been actively farmed as market gardening enterprises, which do not require large land holdings to be viable.

3. Refer to Assoc. of Concerned Citizens - Rideau Township (point 3).

4. As a general principle, substantial development on piped water will need to be followed by an extension of piped sewers. And it is the planning staff's view that the provision of full municipal services signals a likely change in character of a community away from its rural character. The staff position is that these communities would then be recognized as "principle urban areas" and have them subject to urban, rather than rural, development policies.

5. It is most doubtful that a community of 3,000 to 5,000 on municipal services in close proximity to the East Urban Community could retain its "rural" village character.

Conder, B.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Grover, N.R.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Keeling, Mrs. D.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Mason, Victoria

1. As the Regional Plan now reads, the south urban community is divided into two parts, only with respect to staging. The Barrhaven portion (north of the Jock River) is in Stage 1, with the remainder (south of the Jock and east in Gloucester) in Stage 2. The outer boundary of the Stage 2 lands however is conceptual only.

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2. The costs of providing water, sewer, road and transitway to the Nepean portion of the south urban community are given in the strategy discussion paper at Appendix 3.

3. The final order of the Ontario Municipal Board dated 15 Aug 79 (which incorporated the Order-in-Council) deleted the reference at page 2-11 in the draft plan (i.e. Section 2.2.2(5) at page 2-11) which said "Carlsbad Springs in the southeast area be reserved for future development".

Porter, A.A.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Poushinsky, J.

1. As part of the Official Plan Review process, staff will be investigating ways of not only protecting the resource base, but strengthening the presence of the local agricultural industry.

2. Many areas of marginal resource land are capable, with certain improvements, of agricultural production, especially for those interested in hobby farming or homesteading on a part-time basis. This concept is being discussed with rural municipalities and citizen groups.

Power, Mike

1. The issues could perhaps be more appropriately addressed to the City of Nepean.

Rye, P.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Sinha, Dr.

1. Under review by the Works Department.

2. Although this is a correct restatement of fact, the most important factor in the urban land consumption equation is falling household size - not the development density .. (i.e. persons per household, not units per hectare).

3. As set out in the strategy discussion paper at page 21, approximately 30% of the total costs for the "high" projection, or 45% of the "low" projection can be attributed to meeting the needs of the existing population. Further the concept of present generation of taxpayers is perhaps too narrow. The existing capacity of our roads, sewer and water systems were put in place by "past generations" of taxpayers for our current use; in turn this generation of taxpayers will extend those capacities for future generations of users - and so on. The assets of the various municipal corporations are kept in trust from genertion to generation - they do not belong uniquely to any particular set of taxpayers.

Given the linkages between economic growth, job creation, in-migration and the age structure of the migrants it appears that suburbanization may, in part, be a by-product of economic expansion. On the other hand, policies to discourage job creation may be required to slow growth and such policies may be difficult to justify.

But quite apart from the housing needs of migrants, based on forecast declines in household size, approximately 21,000 new housing units will be required to meet the expanding needs of the existing population even if no-growth in population could be achieved.

Ageing and Housing Choice

The resident population of Ottawa-Carleton is ageing with the bulk of the baby boomers now into their thirties; by the turn of the century they will be entering their fifties.

In the past, as a population cohort moved through its teens and into its twenties large numbers of new households were created - largely within rental apartments. For example in 1976 of those aged 15 to 34 (and heading up a separate household) 70% rented (rather than owned) their accommodation. And of this 70% who rented, 71% lived in apartments. The fact that a very large number of apartments were created in the mid-seventies and were readily occupied (i.e. the vacancy rate hardly budged from around 2%) should come as no surprise when one considers that the bulk of the baby boomers were in their mid-twenties and establishing their first households.

But equally, it should come as no surprise that there is now strong demand for ground-oriented owner-occupied housing. The baby boomers, as they pass into another stage of the housing cycle, are demonstrating different housing preferences. For example, in 1976 of those aged 35 to 44 (and heading up a separate household) only 36% rented (rather than owned) their accommodation. Of the 64% that owned, only 5% lived in apartments. These preferences were also shared in 1976, by those in their 40's and 50's

So although current trends are in the direction of smaller families and many more single person households, recent research shows that the housing preference is clearly in favour of owner-occupied ground-oriented housing and in all likelihood this will remain so for quite sometime.

The household forecast used in the strategy document for calculation of urban land requirements assumes that new apartment construction will take a 38% share of housing development from now to 2001. This is, if anything, a very generous proportion. In fact if the older age groups (65 and over) cannot be increasingly persuaded to occupy rental apartments, we may find at the turn of the century that our rental stock is overbuilt. As the big bulge of boomers ages and moves out of its rental stock, not all will survive to be 65 and over, and of those that do, perhaps only half will return to rental apartments. In 1976, of those aged 65 and over (and heading up a separate household), 51% lived in apartments.

The city planning staff have taken the stance that the Regional Plan (and now the strategy document) promotes suburban sprawl. It is perhaps more instructive to put the emerging pattern of suburban growth in the context of the region's shifting age structure and its demonstrated housing preferences.

4. The regional planning staff conducted a survey of land ownership of all vacant residential lands in the "principal urban areas" of the regional plan in 1982 (December), using assessment records. All land parcels greater than 0.8 hectares (2 acres) appear in that inventory.

Sinha, Mrs. M.

1. The purpose of the "meeting" (i.e. public hearing 29 May 84) was to receive views on all issue raised by the regional development strategy discussion paper.

2. Response being prepared by Works Department.

3. The strategy documents calls for a thorough examination of growth options south of the Greenbelt between highway 417 in the east and proposed 416 in the west.

Smith, C.H.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Smith, M.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Vanden, B.E.

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Welch, R.

No staff comment.

Wong, Mrs. I

No staff comment.

Muriel

1. Refer to Civic Hospital Area Home Owners Association (point 1).

Regional Municipality of Ottawa-Carleton
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Planning Department

Service de l'urbanisme

APPENDIX 1

24 May 84

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REPORT TO THE CITY OF OTTAWA PLANNING COMMITTEE

REGIONAL DEVELOPMENT STRATEGY

BACKGROUND

At its meeting on 15 May 84, the Ottawa Planning Committee considered a city planning staff report on the Regional Development Strategy. At that time the following motions were approved:

1) That the Ottawa Planning Committee indicate its concern for the lack of information, lack of time for community groups to review the report appropriately and lack of concrete issues to be responded to. The Planning Committee therefore requests additional staff input prior to providing a response to the Regional Municipality of Ottawa-Carleton.

2) That Regional staff provide a list of issues to be responded to, and to suggest a way of handling the information in the 14 Regional reports for the Ottawa Planning Committee meeting of May 29, 1984, and that the short delay in the City response (to the Development Strategy) be communicated to the Regional Municipality of Ottawa-Carleton.

This report from the regional planning staff addresses these two motions, dealing with process, information, and issues in turn.

PROCESS

The basic process set out for the Regional Official Plan Review comprises two phases; the first being a decision on a Regional Development Strategy and the second being the production of a draft Official Plan containing detailed policies. A discussion document for the first phase (i.e. the Regional Development Strategy) has been on circulation to area municipalities, agencies and community groups since its release on 6 Mar 83. The intent of the discussion document is to provide the basis for initial public reaction before the regional planning staff produce a report which will finalize their recommendation on a strategy.

Concern has been expressed by the City of Ottawa and several community groups about there being insufficient time to review the discussion document, a purported non-availability of information, and a difficulty in distilling the issues raised by the discussion document. Accordingly at the Regional Planning Committee's hearing of the discussion document scheduled for 29 May 84, the regional planning staff will be putting forward a report to explain these positions and to present a possible alternative process for the official plan review consultation following the 29 May hearing.

The alternative process, if adopted, would call for the production of a second report giving the staff recommendation on a preferred strategy at the end of June. This will be followed by several months of public consultation and review of that report, and a second public hearing in September.

In either event, regional staff will be available to continue working with area municipal staffs and community groups to help bring focus to the issues confronting each of the groups.

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INFORMATION

The regional development strategy discussion document is perhaps best viewed as the small apex of a rather large pyramid of information. This pyramid is made up of a series of background reports, working papers and file material, largely technical in nature, that has been produced by the regional planning staff over the past three years, largely in preparation for a comprehensive official plan review. Most of these reports were taken to the Region's Planning Committee and circulated to area municipal staff as they were produced. Fourteen of the most significant documents are listed in Appendix 1 to the strategy discussion report - and these serve as the underpinnings of the Regional Official Plan Review.

It was not felt to be praticable to reproduce all the findings of the background reports within the body of the strategy discussion report. Rather, emphasis was placed on synthesizing conclusions in a discussive report targeted for broad public consumption. It was realized in advance that serious readers of the strategy discussion might need to penetrate further down into the pyramid to meet their information needs - although several key areas of interest were anticipated and these were presented in an intermediate level of detail in four appendicies to the strategy report.

Set out below are very brief thumbnail sketches of the contents of the technical reports, all of which, save the last, have been available to staff of the City of Ottawa over the three year period of their release.

Mobility in Ottawa-Carleton (August 1980). This report highlights the growing significance of net in-migration as the major contributor to population growth in Ottawa-Carleton. It also demonstrates that the uneven growth rates of the region's constituent municipalities is largely due to intra-regional shifts rather than differences in in-migration rates. The report noted the net intra-regional loss from the City of Ottawa - with a tendency for young single people to move into Ottawa and young couples to move out. It also illustrates the age structure of the migrant group (biased towards the 20 to 34 year olds) and highlights the relationship between job creation, in-migration and population growth. At the time of writing, Ottawa-Carleton was losing population to the western provinces and gaining from Quebec.

Population Forecasts Ottawa-Carleton 1976-2001 (October 1980). This report builds upon the mobility study (above) and presents a series of regional population forecasts based on varying demographic and implied economic assumptions. The forecasting methodology is disclosed and documented in this report as is an analysis of past trends in

mortality, fertility, birthrates and migration. The basic assumptions are that both mortality and fertility rates would continue their gradual decline (notwithstanding an increase in the overall number of births due to the maturation of the baby boomers). The various forecasts are, therefore, largely based on differences in migration rates.

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Population Trends in Ottawa-Carleton 1976-81 (April 1982). This brief report was tabled with the Region's Planning Committee in the spring of 1982, triggered by the release of final population counts from the 1981 census. This report showed Ottawa-Carleton's growth rate to be the third highest of all census metropolitan areas in the Province, but less than the national average. The reduced rate of growth was related to the substantially reduced rate of in-migration during this period, in turn coupled to a rate of job creation that was rougly one half that experienced in the previous five year period.

This report also highlighted the uneveness of growth across the Region with population declines in the older inner neighbourhoods and offsetting gains in newer sub-urban areas. Also noted were neghbourhoods in the City of Ottawa experiencing moderate gains (central area and Carson Grove), slight gains (South Keys, Riverside Park, Ambleside, western quadrant of Centretown, Alta Vista), and moderate to large declines (Carlington, Parkway, Sandy Hill).

Urban Residential Land Staging Report (May 1981). This report, which was widely circulated as a draft and then revised, reviews the need for new housing and residential land in Ottawa-Carleton for the period 1980-2001. The major recommendation (not adopted by Regional Council) were to amend the Regional Plan to remove the reference to approval for the commencement of development of the south urban community "in the early 1980's" and a tighter phasing of development in the east and west urban communities. The report sets out a detailed calculation of the household and residential land requirements of the various population forecasts presented in the report noted above.

On the demand side, the report presents a household forecast indicating the propensity to form households by age cohort, the orientation towards ground and non-ground housing, and tenure preference (own, rent) -again by age cohort. The report forecasts an increase in household growth and demand for ground oriented housing - though at a decreasing rate for the next twenty years.

On the supply side the report looks at the 1980 housing stock and highlighted that 61% to 71% of the 2001 requirements were in place. Based on a 1980 survey, this report sketched the vacant land potential inside and outside the Greenbelt and projected redevelopment of 10,000 to 16,500 units - greatly reduced from the 50,000 unit assumption in the Regional Plan.

A review of this report by City staff was presented (with Regional staff comments) in an Appendix published with the revised report.

Households in Ottawa-Carleton: Trends and Forecasts (December 1981). This report was produced, following the Land Staging Report (above) to answer queries concerning the technique used by the regional planning staff to forecast household formation. The report also analyzed the period 1961 to 1980, suggesting explanations for the observed trends. The report then applied the forecasting technique to the previously established population projections (above) - and presented a discussion of factors that may operate to disturb a continuation of the trends into the future. Based on the (then) current trend, the report projected a 20% increase in population to 2001 and an increase of households of 42%. The report reviewed key factors affecting household formation and noted that changes in age structure (number of persons in each cohort) will have a more profound effect than changes in household propensities. The household forecast in this report is presented by type (single person, non family, and family), and is based on the projected age structure of the population.

Fmployment in Ottawa-Carleton (1976-1981) (February 1982). This report presented the results of the second comprehensive employment survey undertaken by regional planning staff (first one in 1971). The report highlighted the overall growth in employment, the dramatic shift to part-time work, and the increasing diversification of the regional economy. The report also gave witness to the performance of the high tech sector, and highlighted significant gains in employment by post secondary institutions, restaurants and trade. The City of Ottawa continued to dominate in its share, capturing 69% of the net gain, with Kanata in second place at 27%. The report presents an analysis of the characteristics of the labour force, a discussion of employment growth by sector, and the geographic distribution of employment. The central area, though maintaining its absolute level, did decline slightly in its share of total employment. The loss of public sector jobs in the central area was offset by gains in finance/insurance/real estate, personal services and services to business.

Land Use in Ottawa-Carleton (August 1982). This report was based on a comprehensive and detailed land use survey of the regional municipality undertaken in 1981. These data were compared to a similar study undertaken in 1971 and, for additional historical comparison, compared also to a 1961 land use map from the City of Ottawa Official Plan Amendment 19. This report highlighted the increasing rate of urban land consumption and decline in residential density (note: persons per hectare declined sharply but dwelling density increased). Inside the Greenbelt, population density fell from 82 persons per ha (1961) to 64 persons per ha (1981). The report also presented conclusions on the ultimate population that could be achieved inside the Greenbelt, and the transportation and servicing implications of declining densities.

Official Plan Review - Population Projections (April 1983). This report is one of the formal inputs to the official plan review. It draws together much of the previous work on population analysis and projection to establish a range (high, low) of reasonable and attainable population for Ottawa-Carleton by 2001. This range, and the varying assumptions lying behind it, were presented to area municipal staff, including the City of Ottawa, and a concensus emerged as to the appropriateness of the projections for the Official Plan Review exercise.

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Official Plan Review - Employment Projections (April 1983). This report was developed in conjunction with the population projection (above). The report first establishes what rate of employment growth would be required to support the high and low population projections, and then the report presents an analysis of past performance, sector-by-sector, to test the reasonableness of the employment projection. This report draws from the analysis of past employment growth given in the 1976-1981 employment report (above) and explains the basis for future growth prospects by sector. For instance, the high-low range is represented by a 2% to 0.3% annual growth in the federal public sector (a range which has since been confirmed as reasonable by the NCC).

Official Plan Review - Options for Future Growth (April 1983). This report is a third formal input to the Official Plan Review. It takes the high-low projections of growth, both employment and population (above), and distributes this growth according to different possible development patterns. The various "optional" distributions of population, housing units, and jobs (classified into retail, office and other) were then analyzed to determine their future requirements for transportation services and piped utilities.

The object of the testing exercise was not to select a single option that was best but to determine the effect of various distributions on infrastructure requirements; for example, to test the effect of higher employment levels in the central area, or the effect of increasingly large populations outside the Greenbelt, or emphasizing employment growth at certain nodes within the Greenbelt (but outside the central area).

Official Plan Review - Planning Policy in Review (May 1983). This draft report reviews the existing regional plan policies, drawing upon much of the technical work which preceded it, to illustrate the performance of the plan and where trends, assumptions and circumstances have varied. It is, in effect, a highly annotated "report card" on the existing Regional Official Plan. This document may serve as a discussion document during the second phase of the official plan review.

Transportation Component of the Official Plan Review. This report, not yet released, reviews the method and results of the transportation tests of the various development patterns set out in the options report (above). It illustrates the roadway capacity deficiencies that will result, across major screenlines, for each option and presents an evaluation based on costs and system performance measures. Much of the content of this report was synthesized in the regional development strategy report - in particular Appendix 5.

Having briefly introduced the technical reports which underpin the discussion paper on the Regional Development Strategy, it will be obvious that there is a fair amount of key information to be digested if the development of a regional strategy is to be approached in a comprehensive fashion. What emerges is a highly complex picture of how the regional economy operates, the jobs this economy generates and the migrants these jobs attract. It includes an appreciation of the structure of the

population (both indigenous and migrant) and the expanding and changing requirements of this population with respect to housing and employment opportunities with the passage of time.

One important job of the planner is to adjust the analytical microscope and bring this highly complex picture into sharp focus for the individual viewer. This is the process that has been underway for two months as regional staff work with municipal Councils and community groups - attempting to adjust the microscope to focus in on particular items of individual interest. The broader the range of interests, the more extensive the exercise needs to be since some refocusing is required to examine each different point of interest.

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ISSUES

In response to the Ottawa Planning Committee's request, the following issues are proposed as focal points for the City's examination of the regional development strategy discussion paper. Although it will be the task of the City planning staff to help bring these points of interests into sharp focus for the Planning Committee, regional staff are available to assist in this effort.

Rate of Growth. Perhaps the first issue to tackle is the rate of growth that should be used as the basis of an Official Plan Review. The rates of growth rates presented in the regional reports, both the high and the low, have been exprerienced in the past. However, a twenty year projection based on continuously achieving the low rate could be considered a pessimistic, but realistic, view of the region's future job creation (and retention) potential. A twenty year projection based on the high rate could be considered an optimistic (but equally realistic) view. Both are possible futures, but the end result will most likely lie somewhere in between.

One of the first tasks of the regional staff was to select a growth range that was broad enough to capture realistic futures, but narrow enough to be of practical value for planning purposes.

In the past, regional and city councils have promoted various endeavours to expand and diversify the regional economic base. And, in the past, an expanding economy has led tc job creation, in-migration, and population growth. Much of this growth has been accommodated in the newer suburbs and satellite urban communities.

This poses somewhat of a dilemma. Unless job creation efforts can be tailored precisely for the resident (unemployed) labour force, efforts at economic expansion and industrial/commercial development will in all likelihood lead to more in-migration.

And unless the new migrants attracted through job creation can be encouraged (forced?) to make different housing choices than have occurred in the past (i.e. eventual desire for largely ground-oriented owner occupied housing), in the long run the bulk of them will need to be housed in new sub-urban areas (see below).

Although it would seem most appropriate to develop policies to permit and encourage higher densities inside the Greenbelt, recognizing current housing preferences (and their likely continuation into the future) and the limited capability of the City of Ottawa to provide ground-oriented housing, should low density suburban development be curtailed?

Intensification of Use

The City of Ottawa planning staff have taken the stance that intensification of use inside the Greenbelt is preferable to further development of the urban communities. This immediately raises three issues. First, in context of the discussion on the ageing of the region's population and its apparent housing preferences which lean in the direction of ground-oriented housing, is a development pattern predicated on large numbers of non-ground oriented housing viable? Can large numbers be persuaded (coerced) away from current preferences?

Second can urban redevelopment compete with suburban development for the production of moderately priced housing. Lands within the inner area tend to be higher priced; existing housing needs to be purchased and razed; and water and sewer utilities may need upgrading (e.g. new water mains in New Edinburg)?

Third, can inner neighbourhoods be persuaded to accept whole-scale redevelopment. In a letter to the City's planning staff (dated 13 April) the redevelopment of the "inner area" of Ottawa was given as an illustration. (The "inner area" being bounded on the west by the CPR tracks, on the south and east by the Rideau River, and the north by the Ottawa River).

In the period of 1951 to 1981, the inner area gained 6,566 housing units but lost 44,171 in population. To recover just to the 1971 population level would require the construction of 7,225 new units if the 1981 household size held at 2.6 persons per household or 10,000 units if, as projected, it declines further to 2.4.* Of these 10,000 units, perhaps 2,500 units could be developed on vacant lands in Lebreton Flats, Centre Town (western quadrant) and Ottawa East. The remaining 7,500 units would require redevelopment-removing perhaps 500 units of existing housing in the process. These 8,000 units of redevelopment represent approximately 40 substantial high-rise buildings (averaging 200 units each), and a number only slightly less than the entire housing stock of the City of Vanier as it existed in 1981 (8,085 units).

Is it likely that the neighbourhoods of the "inner area" (Sandy Hill, Lower Town, Ottawa East, Ottawa South, Glebe, Centre Town) would absorb redevelopment at this sort of scale?

The projections of housing requirements contained in the regional development strategy document range from 60,200 units by 2001 (low) to 90,000 units (high). The development potential of all remaining vacant lands inside the Greenbelt is estimated at approximately 23,400 units. Assuming absolutely all of these lands are completely built-out by 2001 (a most unlikely event) this still leaves a requirement for 36,800 (low) to 67,500 (high) units by 2001 to meet the household forecast. These units will have to be developed on lands outside the Greenbelt or produced through massive redevelopment inside. Which is most preferable? Which is more likely?

*note, in 1981 average household size in the central area was 1.7 and 2.0 in the greater central area.

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Location of Growth Outside the Greenbelt

If one is persuaded to the view that the forecast requirements for new housing units and the likely demand for ground-orientation leads to consideration of continued development outside the Greenbelt, the next issue which emerges relates to the best location for that development (east, west, south?). Each location presents a requirement for new infrastructure and the costs that go with it. The infrastructure costs for different levels of growth in each location have been set out in the strategy document.

One element of infrastructure which has raised concern in several neighbourhoods is the requirement for new or widened roadways. For example, large growth centres west or south-west of the Greenbelt may trigger the need for the Britannia Arterial. Growth to the east or south-east may trigger the need for the Alta Vista Parkway.

The Regional Plan takes the position that the best form of development is balanced growth in three communities outside the Greenbelt with emphasis on decentralized employment and public transit to keep new roadway requirements to a minimum. The strategy document confirms the benefits of this pattern and suggests that even greater transit usage may be achievable than now set out in the guidelines of the Regional Plan. However growth, wherever it locates, will require some new roadways and it can be expected that these will be strongly contested by the affected neighbourhoods - as are the transitways. Although it is of little comfort, the reality of the situation is that you cannot make an omelette without breaking some eggs. Balanced growth, with emphasis on transit and some decentralization of employment appears to be the gro:th pattern which breaks the fewest eggs.

The South Urban Community

A decision to support or reject the south urban community is really an extension of a decision to support or reject continued development outside the Greenbelt. From a purely locational point of view growth in any quadrant outside the Greenbelt will trigger changes in the urban transportation system. The definition of the "problem" then becomes simply one of "whose ox is being gored". For instance, growth to the south-west in Nepean may relieve (or delay) pressures for new roadways in the eastern part of Ottawa - but exacerbate them in the west.

The regional development strategy points to the need to start planning for the south on the basis that (1) more residential land will be required by the turn of the century than is now designated in the west and east urban communities if we experience growth at the high end of the range and (2) going to the south is preferable to further expanding the east and west urban communities from a transportation perspective (ie constraints to building new roadways through the Greenbelt in the east and west; promote interaction between communities - trips that will not impact on inner neighbourhoods).

Protection of Rural Resource Lands

Although the City is perhaps not directly affected, the stance that the regional government takes towards the protection of rural resources such as agricultural, mineral and environmental resource lands may be of concern. The amount and location of rural development will affect the long-term ability to protect these resources.

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Employment Distribution

There are perhaps two key issues here. First is the existing Regional Plan limit on employment growth in the central area (not yet reached). The basic concept is to limit employment growth to the peak hour capacity of the road and transit network - thereby obviating the need to build new roads or expand existing ones linking the suburban areas to downtown. There is pressure from certain groups, such as BOMA, to remove this limit, or further extend it by switching to a higher capacity transit system (such as underground rail).

The City planning staff have suggested increasing the number of residential units in the central area so that more people can walk to work. (In 1981 there were 22,435 people, 13,070 dwellings and 71,273 jobs in Centre Town.) This would raise the limit only to the extent that the additional people did live and work in the central area but with the very large employment base this would probably often be the case. However, the practical limits to increasing residential density in the central area was touched on above, and it should also be appreciated that not all of the trips made in the evening rush hour are home based.

The second issue relates to the decentralization of new employment to suburban centres outside the central area and to the town centres of the urban communities outside the Greenbelt. Simply stated, the advantage of this is to make better two-way use of the road system and reduce the need for new or widened roadways. For example, employment in suburban locations would reduce the number of work trips to the central area. Similarly a strong employment base in Kanata and Orleans has a large effect on reducing new east-west roadway requirements through the Greenbelt and reducing pressure on the Queensway corridor.

Transit Priority

Regional Council, through its Official Plan and capital works program, has shown a commitment to the development of public transit in preference to new roadway construction. The transportation testing that has been part of the Regional Official Plan review process has indicated that it may be appropriate to revise the Regional Plan guidelines to reflect a higher objective with respect to transit usage.

In addition to a general benefit of continuing to improve transit (i.e. reduce roadway requirements), the strategy document also suggests concentrating employment at nodes along the transitways, (the CBD, the town centres of Kanata and Orleans, and a few other selected stations). The transit system would benefit from a concentration of jobs at these nodes and, in turn, the nodes would benefit by being well served by transit. These are mutually supportive concepts - the net result being increased transit usage, reduced roadway costs and the avoidance of community disruption related to road projects.

Tied to this, there may be benefit to advancing the transitway construction program. For instance, a transitway to the Orleans town centre would help relieve congestion in the Queensway corridor and perhaps act as an incentive for employment to locate in the East Urban Community.

160006

SUMMARY

The report has sketched the Regional Official Plan Review in terms of the current process relating to Phase 1, the information that is available to support the statements made in the strategy document, and the basic issues that the Ottawa Planning Committee may wish to address.

It is our opinion that the city staff should use the issues raised in this report, plus others they may add, and drawing upon the regional documents formulate a response to the Committee. Regional staff are available to assist the city staff in this regard. At a technical level, it would be most instructive if the documents were reviewed by the City staff to highlight where, if any, there are basic disagreements with numbers, methodologies and assumptions. It will then be easier to separate where there are differences of fact, from differences in conclusions (or philosophy).

A review of the regional documents should provide the city staff with the information on population analyses, effects of the changing age structure on housing requirements, and employment trends that was purported to be lacking. By way of assistance, the city staff will be provided with a separate response to their 7 May report to the Planning Committee, wherein these information deficiencies were noted.

This report has been prepared in response to motions passed at the Ottawa Planning Committee and is offered for the Committee members' information.

ORIGINAL SIGNED BY
J. M. WRIGHT

J.M. Wright
Planning Commissioner

Number/
Numéro

2

Regional Municipality of Ottawa-Carleton Planning Department June ,1984

official plan review

DISCUSSION PAPER

REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT :

BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

VOLUME I : MUNICIPALITIES

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REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT:

BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

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INTRODUCTION

On the 29th of May 1984 the Planning Committee of the Regional Municpality of Ottawa-Carleton held a public hearing to receive comments and submissions on a planning staff report entitled: Regional Development Strategy (Discussion Paper).

That report, dated March 84, was presented to Planning Committee on the 6th of March and then immediately released to area municipalities, agencies, community groups and individuals for their review. During March, April and May the planning staff met with community groups, agencies, and municipal staff to explain the strategy report and provide additional detail.

These three volumes contain copies of all of the briefs submitted prior to, at, or after the hearing - up to 20 June 84. Volume I includes all briefs prepared by municipalities. Volume II includes all briefs prepared by agencies, interest groups, etc. Volume III includes all briefs by individuals.

In most instances, the planning staff have prepared a written response to specific comments presented in the briefs. A number appears in the margin of the text in these volumes to indicate where a staff comment has been prepared. The reader will need to refer to the companion publication entitled Public Consultation Report: Staff Response to Briefs Received at 29 May 84 Public Hearing (June 84) to review the staff response.

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CANTON DE TOWNSHIP OF
Cumberland

C.P., BOX 15, R.R. 3, NAVAN, ONTARIO K0A 2S0

TELEPHONE 835-2526

May 17, 1984

Our File No. 22-90.23

OTTAWA-CARLETON RECEIVED MAY 18 1984 CLERK'S DEPARTMENT 8:30 Lm

830-0

Barry O'Gorman
Clerk's Department
Regional Municipality of
Ottawa-Carleton
222 Queen Street
14th Floor
Ottawa, Ontario
K1P 5Z3

Dear Mr. O'Gorman:

Re: Township of Cumberland
Submission on Regional Development Strategy

Please find attached the Township's comments on the "Regional Development Strategy - Discussion Paper". I have also enclosed a copy of Planning Advisory Committee's and Council's Resolutions approving the staff report.

The Township will be represented at the Public Meeting on May 29th and will be presenting the report. Could you please let us know if a specific time is to be allocated.

Yours truly,

Pamela Sweet, M.C.I.P.
Planning Director

Encl.

PS/dkg

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CANTON DE TOWNSHIP OF
cumberland

C.P., BOX 15, R.R. 3, NAVAN, ONTARIO K0A 2S0 TELEPHONE 835-2526

№ 0475 Date May 15 19 84

Moved by [signature]

Seconded by Paul Macdonald

That the Council of the Township of Cumberland approves and forwards to the Region for input into the Regional Official Plan Review, the concerns listed in the staff report dated May 8, 1984, emphasizing the three points enumerated in the same report.

Red Trail

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REPORT TO PLANNING ADVISORY COMMITTEE

REGIONAL DEVELOPMENT STRATEGY

May 8, 1984

File No. 22-90.23

BACKGROUND

The Regional Development Strategy is the first stage of the two stage Regional Official Plan review. This strategy will provide Regional Council's basic position with regard to overall growth and provision of accommodation to 2001 and beyond. It will form a basis to the second stage which will be the actual Official Plan amendment.

The Township is being asked to take a position on this strategy and present this to the Regional Planning staff prior to the May 29th public meeting.

THE PROPOSED STRATEGY - A SUMMARY

Planning Advisory Committee and Council were given a presentation of this report at the last Planning Advisory Committee meeting on April 10, 1984, by regional staff and copies were made available for review. This summary is not all inclusive but highlights some of the key points of the report.

1. Existing Regional Development Strategy

   - 90% of the Region's population was to be in the urban area and 10% in the rural area.
   - "First stage" growth consisted of lands inside the Greenbelt, the West and East Urban Communities and Barrhaven. The "second stage" is growth south of the Greenbelt.
   - The existing Plan provides for the phasing out of the Watts Creek Sewage Treatment Plant and the expansion of the Green Creek Plant.
   - Public transit has a priority, however, it is not until the second phase that transit is to be extended to the Orleans Town Centre.
   - The Official Plan Review has not found any great faults with the basic strategy in the Official Plan (1974).

2. Current Trends and Projections

   - Greater household formation despite less population growth than originally projected has still increased the demand for vacant land.
   - If current trends were to continue, by 2001 (pop. 723,000) there would be a demand for only 1000 hectares less than projected in the Official Plan at 1,000,000 population.
   - The rate of new household formation is expected to stabilize or fall off in the 1990's.
   - Rural growth has increased overall greater than urban growth at 4.5% per year for 1971-76 and 1.2% per year for 77-81, compared to 1.8% per year for 1971-76 and 1.2% per year 77-81 in the urban area. 1
   - Orleans (East Urban Community) grew the most of all the communities outside the Greenbelt.

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- Employment growth has largely been inside the Greenbelt with only 3% of the jobs in 1981 being in the urban communities outside the Greenbelt.

3. Strategic Issues

- Maintain good agricultural land and control the demand for urban services in the rural area.

- The capital cost of urban growth in the Region was estimated and it was determined that a large program of infrastructure improvements is needed now to meet existing requirements. Projected forward, new costs will be needed but as the high population projection is reached, the costs overall will decline.

- In the short run (low population projection) it is cheaper to service the south than the west, east or inside area. In the long run (high projection) it is cheaper to service the east.

- Capital expenses were measured. This did not include non-capital project items that make up 80% of the Region's net expenditures.

- The importance of transit is emphasized to service "activity nodes".

- The requirement for additional residential land could emerge fairly soon and planning for additional lands beyond the "second stage" should take place soon.

- The importance of distributing employment to the urban communities and along activity nodes should be encouraged in order to maximize transit utilization and take pressure off the road network.

4. Directions for Future Growth - Some Basic Conclusions

- Much of the cost of infrastructure and the community disruption that goes with it will appear early in the planning period regardless of the growth rate.

- In terms of the costs of hard services, there is no strategic value in controlling growth rate within the "low-high" population range tested.

- There are real benefits to be gained from locating employment in the urban communities, to increasing transit and encouraging development in the south.

2 - Control of growth in the rural area is not a major issue as long as farming and mineral extraction are not interfered with and the demand for urban services is not required.

- Caution is advised to avoid diluting growth and ending up with a large number of small secondary urban like growth areas rather than three large vibrant urban communities.

PLANNING DEPARTMENT'S COMMENTS

It goes without saying that this review and the resulting Regional Official Plan Amendment will have an important impact on planning in the Township. In general the "Regional Development Strategy" is a well written, straightforward document that sets the stage for a clear discussion of these crucial issues. It is with this in mind that the following comments and questions are made.

1. Sewage Treatment

3 Why must Watts Creek Sewage Treatment Plant be phased out and all treatment be eventually directed to Greens Creek? The impact of all

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sewage being directed just west of the East Urban Community will be felt. Even if secondary treatment is attained and it should be, the effect on the water quality of the Ottawa River and the recreation potential of Petrie Island will be substantial. The Watts Creek Plant should be left opened to take off the pressure of all sewage to one plant and to distribute the waste more evenly. The cost may in fact be less to maintain and improve the two plants.

2. Public Transit

Public transit should continue to be encouraged and the extension of transit to the Orleans' Town Centre should be extended as soon as possible (not at the secondary stage). The east is the cheapest urban community to service. This, as a result, will take off some of the pressure for an upgraded road network. 4

3. Employment Opportunities

Employment opportunities should be encouraged in the East and West Urban Communities by a specific development strategy advocated by the Plan. This strategy could involve such elements as the provision of transit in anticipation of population growth in order to encourage federal government office location, and the control of the number of job opportunities in the central area. This will in turn beneficially affect the transportation network. 5

4. Population Projections

The Region uses a low and high population projection. There appears to be an inconsistency between the figures used in Figures 19 and 20 (generally 565,000 low and 650,000 high) and that used on page 42 at 623,000 low and 723,000 high. The Advisory Committee on Planning and Transportation used the latter (see p. 55) but the infrastructure costs are given for the former. 6

The population projections for Orleans may already be out of date. The figures used are based on growth prior to 1981. 1983 and very likely 1984 will provide even greater growth in the East, which based on household formations will likely continue into the 1990's. The "high" population projection of 80,000 for Orleans could be easily reached and perhaps exceeded by 2001. 7

Two of the appeals of developing in the East Urban Community is the cheaper servicing costs and the number of competing developers. There is no reason to assume that this will not continue and provide cheaper housing costs relative to other areas in the Region.

5. Growth in the South

Although the report states that "in terms of the costs of hard services, there is no "strategic" value in controlling growth rates within the low-high range" tested (p. 35), it supports the growth of the South Urban Community because it is cheaper to service it in the short run (up to 35,000).

Although these "hard service" costs are an important consideration they must be taken in context with all elements. Staff has been unable to assess the basic assumptions and calculations that were made in the compilation of these costs and as such cannot argue with the totals. However, we are concerned that other important "non-capital" costs are not figured into these costs nor is the impact of developing the total South Urban Community on the Gloucester side of the Rideau River as well as the Nepean side. 8

Figure 20 on page 22 outlines a high and low cost of developing Barrhaven. It does not appear to include any costs for servicing the east side of the Rideau River or the South Urban Community as a whole. If development is to be only considered on the west side, should not such concerns as expansion onto agricultural and aggregate resource lands to addressed? 9

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If development is only on the west, what about Gloucester? There may be a push for another (a fourth?) urban community south of Leitrim. Would not this fourth aggrevate the problem of splitting new development into "small" urban communities?

10 The time may now be appropriate for a planning study to answer these questions. This study, however, should not be done without a comparison to the impact of expanding the east and west urban boundaries. The study should not only look at costs but impact on land resources will be an important component.

The impact of three competing urban communities must also be assessed. It is important to realize that trying to encourage employment opportunities in three urban communities will be more difficult than concentrating efforts on two. Expanding transit to two urban communities will be cheaper than expanding it to three. Encouraging population growth beyond 35,000 to a viable community size will assist in the development of an infrastructure and in turn create jobs. Hospitals, high schools, social services and shopping facilities will all be more viable as the population goes beyond 35,000.

11 The original premise of the Regional Official Plan, which encourages the development east and west urban communities prior to the south, is still a valid premise. The South Urban Community should be held in abeyance at least until transit is extended to the east and west and a population of 60,000 to 75,000 is reached in each community.

6. Expansion of East Urban Boundaries

The idea of expanding the east and west urban boundaries has not been reviewed in the Region's report. Although we are not familiar with the situation in Kanata, it is our premise that the option of expanding the east and west urban community boundaries to allow for a population beyond 100,000 should be considered as part of this planning review.

A factor that has been continually discussed and that should be addressed here is the transportation links to the east and the staging of their construction. One of the basic assumptions of this report is that certain road links as described in the low and high projections (p. 50 & 51) are possible and therefore should be staged as growth warrants. As an example the upgrading of St. Joseph, Innes and Montreal Road should take place as soon as possible.

12 The Ottawa River Parkway East is an issue that must be resolved. In the "high projection" (p. 50) it is shown as a four-lane parkway at a cost of $25 million. This must be pursued with the NCC even if the costs will be regional costs. It can be argued that because of the Greenbelt, urban development has been forced beyond this boundary. Servicing costs have been higher as a result, yet realistically, the NCC has to recognize that servicing, including roads, has to go through the Greenbelt. To preclude the extension of the Parkway to the east is to not only shun this reality but to say that the east is not an area worth promoting within the National Capital area.

7. Rural Growth

Growth in the rural area of Cumberland is expected to continue and be an attractive alternative to urban living. The figure of 10% of the Regional population is no longer valid. The suggestion that "growth can be permitted in the rural area providing that firm policies are established to protect the resource base (agriculture and mineral extraction) and safeguard the environment" is supported.

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RECOMMENDATION

That the proceding comments be forwarded to the Region for input into the Regional Official Plan review, and that the following key points be emphasized:

1. Transit be extended to the Orleans Town Centre as soon as possible.

2. That the South Urban Community not be allowed to develop until transit has been extended to the East and West and a viable community population and supporting infrastructure is in place in the East and West Urban Communities.

3. That along with a planning study of the south, a planning study of the west and east boundary expansion be simultaneously undertaken.

Pamela Sweet,
Planning Director.

PS/ns

PLANNING ADVISORY COMMITTEE

RESOLUTION NO. 074 Date: May 8, 1984

Moved by Frank Cauley
Seconded by L.R. Armstrong

THAT Council approves and forwards to Region for input into the Regional Official Plan Review, the concerns listed in the staff report dated 84-05-08, emphasizing the three (3) points enumerated in the same report.

Carried.
B.Coburn (signed)

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CANTON DE TOWNSHIP OF
cumberland
C.P. BOX 15, RR 3, NAVAN, ONTARIO K0A 2S0 TELEPHONE 835-2526

000104

PLANNING ADVISORY COMMITTEE

№ 074 Date 21 MAY 1984

Moved by Stanley

Seconded by L. R. ...

That COUNCIL APPROVES & FORWARDS TO REGION FOR INPUT INTO THE REGIONAL OFFICIAL PLAN REVIEW, THE CONCERNS LISTED IN THE STAFF REPORT, DATED 84-05-08, AND EMPHASIZING THE 3 POINTS ENUMERATED IN THE SAME REPORT.

Clair

9.

000105

Gloucester

P.O./ C.P. 8333
Gloucester, Ontario K1G 3V5

1984-05-29

Regional Planning Advisory Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Re: Draft Regional Development Strategy Review

Please find attached, a copy of the City of Gloucester's position concerning the Draft Regional Development Strategy to be dealt with at a public meeting to be held on May 29, 1984.

Yours truly,

J.G. Reid
Director of Planning

CT/dg

Att.

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Resolution No. .....

Council Meeting, ~~May 28th~~ ~~June 11th~~ May 28th 1984

Moved by Royal Galipeau

Seconded by [signature]

City of Gloucester
RECEIVED
MAY 14 1984
File No.
CLERK'S DEPT.

000106

Gloucester

WHEREAS the Council of the City of Gloucester has reviewed the "Draft Regional Development Strategy" prepared by the Regional Municipality of Ottawa-Carleton Planning Department;

AND WHEREAS Council is in general agreement with the said report;

AND WHEREAS Council concurs with the Planning Department's report dated May 10, 1984, and recommendations concerning the said document;

BE IT RESOLVED that Council approves the Planning Department staff report on the Draft Regional Development Strategy.

Mayor Barrett declared Conflict of Interest. "Owns land in Area"

CARRIED

Royal Galipeau 11.
ACTING MAYOR
Maire suppléant

THE C 'ORATION OF THE CITY OF GLOUCES R
INTER-DEPARTMENTAL CORRESPONDENCE

TO	THE MAYOR AND MEMBERS OF COUNCIL	DATE	1984-05-10
		SUBJECT	DRAFT REGIONAL DEVELOPMENT STRATEGY GO-420 A
FROM	PLANNING DEPARTMENT		

BACKGROUND

On March 21, 1984, Mr. Nick Tunnacliffe, Manager of the Policy Branch of the Regional Planning Department was invited to a joint Council and Planning Advisory Committee meeting in Gloucester, to present the Draft Regional Development Strategy. At this meeting Mr. Tunnicliffe informed Gloucester Council and Committee members that the Regional Planning Advisory Committee will be holding a public meeting on May 29, 1984, to discuss with area municipalities and other interest groups, the proposed regional development strategy.

After meetings held between the City of Gloucester Council, Planning Advisory Committee and Planning staff, the following comments have been prepared to be submitted to the Regional Planning Committee for action.

CITY OF GLOUCESTER POSITION

The City of Gloucester generally agrees with most of the information presented in the Draft Regional Development Strategy. However, the City would like to identify certain points of concern associated with the future growth within the region and, more specifically, its impact on the City of Gloucester.

To achieve this task this report has been sub-divided into four topics for the purposes of discussion:

1. Decentralizing Employment;
2. Existing and Future Transportation Considerations and Issues;
3. Future Urban Growth, and;
4. Future Rural Development.

1. DECENTRALIZING EMPLOYMENT

The City generally supports future regional official plan policies which promote a diversification of the local economy by decentralizing employment from the core area to nodes located inside and outside the greenbelt. However, the City does not fully support the theory that decentralization will only occur if these nodes are strategically located along the proposed transit corridor, since the transit line is primarily designed to exclusively channel riders into and out of the core area.

It is important, therefore, to recognize existing and identify future land use patterns throughout the region, prior to planning future transportation routes. In essence, the transportation network should be designed to fit and interconnect various land uses, not the reverse situation, implied in the document.

To promote the theory of decentralizing employment, the City of Gloucester Official Plan identifies the following locations within the municipality as suitable nodes for future employment along the future transit corridor.

A. Cyrville and Ogilvie, near the St. Laurent station;
B. Blair and Ogilvie, at the Blair station;

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Suitable locations for future employment, Cont'd...

C. Shefford and Montreal, at the Montreal Ave. station
D. Orleans Town Centre, at the Orleans station
E. Cyrville Industrial Area, near the St. Laurent station
F. Innes Road Industrial
G. Highway No. 31 and Seiveright, near the South Keys Station
H. Leitrim, near a potential future station
I. Airport, at a potential future station
J. Hawthorne
K. South Growth, at a future South Urban transit station

These locations are surrounded by existing and potential, future community support facilities such as housing, commercial businesses and recreation, to list a few. These sites are also conducive to being connected by efficient transportation links to other locations within and outside the municipality. 2

2. TRANSPORTATION CONSIDERATIONS AND ISSUES

2.1 The City acknowledges that expansion of the transit system is aimed at providing a more efficient means of transporting employees (particularly federal government staff) to and from the core area to bedroom communities located mainly outside the greenbelt. If the objective of the region is to decentralize employment from downtown Ottawa and to diversify private sector employment opportunities, then a different transportation strategy is required to encourage the desired industry to locate away from the core area. The transit system must be modified to serve other directions and more emphasis placed on the road system to serve the diverse desire lines outside the core.

The transit system must be continued as soon as possible to the East Urban Community but at the same time the arterial roads (e.g. inner ring road) must be improved and developed to provide better access to industrial and commercial sites located outside the core area and to encourage the decentralization of employment throughout the region. 3

2.2 The Region has invested a tremendous amount of capital in a system primarily designed to only take the employee from his/her home to downtown. The City feels that a greater amount of emphasis is required to meet other needs besides the work place. This could be achieved by interconnecting the transit way to other arterial road systems such as the inner ring road to gain easier access to other commercial and industrial businesses. 4

2.3 The City feels that the following options should be given the necessary attention in the overall transportation planning of Gloucester during the official plan review. 5

2.3.1 improvements to Leitrim Road to the east to connect to Highway #417;

2.3.2 extending Hunt Club Road easterly to Highway #417;

2.3.3 constructing the Innes Road By-pass to connect to Walkley Road or the Hunt Club Road extension at Highway 417, by paralleling the hydro corridor to the southwest. This would enable residents in Orleans to gain access to the south and to the Freeway system.

2.3.4 provision of more north-south routes such as Blair Road, Conroy Road and the Airport Parkway.

2.4 The reference to 'internal roads - Orleans (16 million dollars)' in the Roads chart found on Page 50 of the draft development strategy report should be deleted. This is a municipal responsibility and should not 6

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2.4, Cont'd...

be budgeted in the Region's road expenditures. It should also be noted that new road and servicing construction in developing areas is at the expense of the developer or through development charges not the municipality. It does not result in Municipal borrowing.

3. FUTURE URBAN GROWTH

3.1 REGIONAL SERVICING

7 3.1.1 The City is very concerned about the phasing out of Watts Creek sewage treatment plant and the plans to expand the Greens Creek plant to handle the region's future sanitary sewage requirements. The City strongly recommends that the Region re-examine this proposal, acknowledging the many negative environmental impacts that this relocation may have on the region as a whole, and more directly the impact on Gloucester residents, particularly those residing in Beacon Hill and the new East Urban Community. In light of the rapidly growing East Urban community and the proposed plans for recreational / beach facilities on Petrie Island, the City recommends that the region install full secondary sewage treatment facilities to cope with the increase in effluent in this location immediately.

8 The City is of the opinion that the Region should abandon the idea of channelling all of the region's sewage into Greens Creek, since this scenario may have very serious longterm environmental and health implications.

Perhaps an alternative option would be to introduce secondary or full treatment at the Watts Creek plant, thereby eliminating the need and cost associated with the Lynwood Collector and some of the cost of expanding the Greens Creek collector and the main plant.

9 The City would also suggest an examination of services to Leitrim and the South Growth Area by gravity system rather than the proposed force mains. A main could be constructed south along Hawthorne Road to Blais Road to service the Leitrim and the South Urban Communities.

10 3.1.2 A study should be conducted, prior to any expansion of the Greens Creek plant, of all Regional sewage inputs, particularly those of industry, which have the potential to poison a secondary treatment operation temporarily and necessitate a flushing of the untreated sewage into the Ottawa River. Consideration should be given to imposing industrial pretreatment standards at its source (where required) to control poisons, such as a high BOD loading, or sources of lead and other heavy metals.

Furthermore, the outfall should be located and designed to ensure maximum mixing of oxygenated river water and treated sewage to avoid entrainment of sewage waters along shorelines.

11 3.1.3 Studies should also be undertaken prior to any expansion of the Greens Creek plant to determine the current seasonal pattern of biological oxygen demand on the Ottawa River, and to assess the river's capacity to absorb a greater sewage load without major downstream impacts, particularly recognizing new housing development located within a one-mile distance downstream.

3.2 PATTERNS OF GROWTH

Since the Regional Official Plan addresses a 20-year planning period, the City envisions the following patterns of growth to occur within Gloucester.

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3.2.1 East Urban Community

The City of Gloucester Official Plan has projected that the Orleans Planning Area will house a population in the vicinity of 50,000 and the urban portion of Cumberland, about 45,000 people. Development within Orleans will continue in a southerly direction, south of Innes Road to include Notre Dame des Champs where partial urban services already exist.

Based upon the recent number of building permits issued in Orleans and the residential land consumption rate currently being experienced in the region, the City expects that the Orleans planning area will be fully built within 10 years.

Future long term development within Orleans is limited if the Region postpones the extension of the transit and road systems to this community. The City recommends that the Region build the necessary road and transit facilities to accommodate growth within the East Urban Community particularly if further links are required to provide the service connections to implement the employment nodes outside the greenbelt recommended in the Regional Development Strategy report.

3.2.2 South Urban Community

The Regional and City Official Plans have designated a South Urban growth area in Nepean and Gloucester which straddles the Rideau River. The City of Gloucester has been allocated 35,000 future residents and Nepean 65,000 people.

The City supports the recommendation to establish a third community sometime during the planning period (South Urban Community) notwithstanding any future expansion of the existing east and west urban communities (e.g. Kanata, Orleans). This south urban community would provide the necessary land to satisfy the region's long term growth requirements, shifting the population outside the greenbelt and providing an alternate north-south transportation corridor to this area (e.g. Highway 416).

However, the City recommends that planning in Leitrim should take precident over the City's longer term requirements in the South Urban Community. 12

3.2.3 Leitrim

In light of the many transportation, servicing and locational factors which make the Leitrim area an attractive and plausible location for an alternate or additional growth area, the City recommends that the Region seriously consider expanding the already required water and sewer lines to the Leitrim area to permit additional growth to occur, based on the following reasons. 13

a. The majority of the land in this location of the municipality is marginal, unlike the class 1 and 2 lands in the designated South Urban Growth area.

b. The Leitrim area is within close proximity to Blossom Park and development to the south would represent a logical extension of the existing built up area to the north.

c. Transportation costs associated with extending the transit line in this area and the construction of new roads linking other major routes are, in the long term, more economical and efficient. A north-south corridor (Highway 31) exists, Leitrim Road could be extended to connect to the Highway 417 to the east and Hunt Club Road via Albion Road or the Airport Parkway to the west. Other transportation corridor options are available to link this area to the central business district in Ottawa (e.g. Conroy Road Corridor).

d. Sanitary services could be extended down Hawthorne Road and gravity fed to eventually service the south urban community to the west as opposed to the extension of the Conroy sewer and the use of force mains. 14

e. Development in the Leitrim area appears to have a better cost/benefit ratio associated with it than development in the proposed South Urban Community.

15.

3.2.3 Leitrim, Cont'd...

In summary, the City recommends that the planning for the Leitrim area commence as soon as possible and that such planning also consider the expansion potential in the South Urban Community.

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4. FUTURE RURAL DEVELOPMENT

In regards to future rural development, the City has the following recommendations.

15 4.1 That the regional plan eliminate all numeric references to population thresholds within the rural area (e.g. village population to a maximum of 1,000 persons). Population projections should be a local municipal responsibility.

4.2 That the 1:9 ratio of population distribution between urban and rural residents be dropped and that population growth be re-evaluated by each area municipality using other variables besides past trends in rural versus urban development.

16 4.3 That villages currently designated in the regional plan be allowed to expand according to the function they perform within the rural community and their location to other centres (e.g. agricultural-resource centres versus rural towns). If this type of growth requires the extension of services such as water, sewers, and/or transit, then the Region should recognize and meet these requirements.

17 4.4 That the existing country lot quotas assigned to each municipality be deleted from the regional plan. Limiting the number of country lots is unnecessary. Past concerns about 1950's strip residential type development in rural areas is no longer occurring. The City recommends that the Regional staff reduce the minimum lot size requirement, from 0.8 hectares (2 acres) to 0.2 hectares (0.5 acre) or provide a range with 0.2 hectares as the base. This reduction would enable the municipalities to encourage more cost-effective and innovative country lot subdivision design.

18 4.5 That the 'village' designation for Leitrim and Notre Dame des Champs be removed from the rural policy schedule.

Over the next 20 years these communities will have developed beyond the definition of a village, due to their close proximity to the existing urban areas of Blossom Park and Orleans and the future pressures for growth in these areas to meet the Region's long range housing requirements.

With the recent evidence of urban encroachment, land fragmentation and the phasing out of uneconomical agricultural practices in Notre Dame des Champs, the City recommends that the regional official plan be amended to permit urban-related development in this area. Full water services now exist and sanitary sewers can be extended south of the Innes Road Industrial Park as development occurs in this area.

With respect to Leitrim, there are several development options available which are discussed in more detail in Section 3. Leitrim is located approximately 2 kilometres south of Blossom Park. If full services such as water and sanitary sewers are extended, this area could accommodate several thousand new residents on marginal lands suitable for housing, surrounded by the potential of having excellent north-south transportation connections to the City of Ottawa and other surrounding communities within and outside the region (e.g. Highway 31).

The City envisions the Leitrim area as another urban community option, in addition to the South Urban community, already identified in the plan.

Recommendation

Planning staff and the Planning Advisory Committee, by Resolution #3, Meeting No. 11, May 9, 1984, recommend that the comments presented in this report concerning the Draft Regional Development Strategy be submitted to Regional Planning Committee for its public meeting on May 29, 1984.

16.

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GOULBOURN

CORPORATION OF THE TOWNSHIP OF GOULBOURN • p.o. box 189 • stittsville ontario • K0A 3G0 • 836 4864

OTTAWA-CARLETON RECEIVED MAY 24 1984 PLANNING DEPARTMENT

May 24, 1984

Nick Tunnacliffe
Director
Policy and Program Division
Planning Department
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Regional Development Strategy

Dear Mr. Tunnacliffe:

Please find enclosed the resolution passed by Council on May 22, 1984, pertaining to the above-noted matter.

Yours truly,

Robert D. McKay, M.C.I.P.
Planning Director

attach.
RDM:blf

THE CORPORATION OF THE
TOWNSHIP OF GOULBOURN

255

MOVED BY Ken Vaughan NO. 5

SECONDED BY [signature] DATE MAY 22, 1984

BE IT RESOLVED THAT :

THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF GOULBOURN HEREBY AUTHORIZES THE PLANNING DIRECTOR TO SUBMIT THE FOLLOWING COMMENTS TO THE REGIONAL MUNICIPALTIY OF OTTAWA-CARLETON ABOUT THE FUTURE REGIONAL DEVELOPMENT STRATEGY IN THE REGIONAL PLAN:

1 (1) A BUFFER SHOULD CONTINUE TO BE CLEARLY ESTABLISHED BETWEEN THE VILLAGE OF STITTSVILLE AND THE WESTERN GROWTH AREA.

(2) TRANSPORTATION IMPROVEMENTS SHOULD BE MADE TO THE SOUTH OF OTTAWA TO LESSEN THE PRESSURE FOR DEVELOPMENT IN THE EASTERN PORTIONS OF GOULBOURN TOWNSHIP WELL SERVED BY THE QUEENSWAY (HIGHWAY 417 WEST).

2 (3) STITTSVILLE AND RICHMOND SHOULD BE CONSIDERED AS "TOWNS" RATHER THAN VILLAGES AS THEY HAVE NOW A MUCH GREATER POTENTIAL FOR DEVELOPMENT BEING PART OF THE REGIONAL SEWER SYSTEM. DIRECTION OF GROWTH FOR BOTH COMMUNITIES SHOULD GENERALLY BE ENCOURAGED INTO MARGINAL LANDS OF RELATIVELY LOWER AGRICULTURAL CAPABILITY. LOT SIZES AND DEVELOPMENT SHOULD REFLECT THE MORE RURAL NATURE OF THE VILLAGES.

3 (4) THE REGION SHOULD TAKE STEPS TO ENCOURAGE A STRONG COMMERCIAL CORE IN RICHMOND AND STITTSVILLE BY DISCOURAGING STRIP COMMERCIAL AND INDUSTRIAL DEVELOPMENT OUTSIDE VILLAGE (TOWN) BOUNDARIES.

4 (5) A BUFFER AND AGRICULTURAL RESOURCES PROTECTION AREA SHOULD BE ESTABLISHED BETWEEN THE WESTERN GROWTH AREA AND THE VILLAGE OF RICHMOND TO PROTECT PRIME AGRICULTURAL LANDS ALONG THE EAGLESON ROAD CORRIDOR; PREVENT SPRAWL AND PREMATURE DEVELOPMENT; AND TO KEEP RICHMOND AS A SEPARATE COMMUNITY IN THE LONG TERM.

(6) THE FEASIBILITY OF COMPENSATING LANDOWNERS IN THE STITTSVILLE-WESTERN GROWTH AREA BUFFER SHOULD BE INVESTIGATED.

MAYOR [signature]

18.

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CITY OF KANATA

830-0.

150 KATIMAVIK ROAD KANATA, ONTARIO K2L 2N3 TELEPHONE (613) 592 4281

24 May 1984. VIA COURIER

OTTAWA-CARLETON RECEIVED MAY 24, 1984 CLERK'S DEPARTMENT

Regional Municipality
of Ottawa-Carleton,
Clerks Department,
14th Floor,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Attention: Mr. B. O'Gorman
Secretary
Regional Planning Committee

Re: Official Plan Review:
Regional Development Strategy
Planning Dept. File P.D.G. 1028

Dear Sir:

In response to your letter of March 7, 1984 forwarding a copy of the report, "Official Plan Review: Regional Development Strategy", enclosed please find the City of Kanata's comments to Regional Planning Committee. These comments were adopted by City Council on May 15, 1984. Would you kindly forward these comments to Regional Planning Committee.

On behalf of the City, please also convey our appreciation to Messrs. Nixey and Tunnacliffe of the Regional Planning Department for attending a meeting with City Planning staff and representatives of Community Associations of Kanata on May 2, 1984. Their comments and information were of great assistance.

Yours truly,

D. Krajaeski,
Director of Planning.

Encl.

cc: City Council

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City of Kanata Comments to Regional Planning Committee Concerning the Report "Official Plan Review: Regional Development Strategy"

The City of Kanata is not opposed to growth in this City of the Region. One of Kanata's primary goals continues to be the achievement of the "critical mass" necessary to support a full range of service and social amenities such as hospitals, high schools and institutions of higher education, municipal police force, municipal offices, major recreational/cultural facilities, and a successful Town Centre and business parks.

Kanata therefore supports a development strategy which promotes the early achievement of this primary goal. Region has in the past provided adequate sewer, water, road and transit service to the growth areas. It is hoped expansions to these systems will continue to be brought on-stream in advance of need. Region's role in promoting industrial employment growth in Ottawa-Carleton is welcomed, provided specific location choices are left to the private sector and area municipalities. Kanata would be opposed to any development strategy which hindered the provision of adequate road or transit connections for people who work or live in this City and would be opposed to any action which has the effect of changing the existing population parameters of the Western Urban Community.

More specifically, the following comments are made on the topics noted:

1. Transit
   - Transit service to and from the downtown core is presently adequate, but is not good for other locations such as Hog's Back (Carleton) or Hull; people work in Hull but still live in Ontario.
   - It is recommended that transit service be brought on in advance of need and that it continue to be flexible with the need. 1
   - Transit planners should keep in mind that people who live in Kanata work in employment centres other than downtown, ie. Baseline Road, Woodward Drive, and that people who work in Kanata live in other suburban areas or downtown. 2
   - Transit service for workers must be available in other than peak hours. 3
   - Park-and-Ride lots at suitable locations in Rural areas would help foster rural transit use to/from employment centres in the Urban areas. 4

2. Roads
   - The early development of a road system (Inner or Outer Ring Road) to divert truck or other traffic around downtown and off the Queensway would alleviate the already critical traffic problems on this road during peak hours. Transit-only lanes should also help this situation.
   - Would construction of a bridge over the Ottawa River at Deschênes alleviate traffic problems on the Queensway through downtown or would it simply aggravate the situation? 5

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3. Growth

- It is recommended that Region investigate not only the costs and desirable form of growth in the South Urban Community, but also the sequential effects of expanded growth in this area on the growth of the other two Communities. What would be the respective growth rates of the urban communities at the low and high population projections in 5-year intervals over the 20-year period? 6 7

- If the recent trend to build housing at lower densities continues and lands presently designated for urban development in Kanata prove to be insufficient to accommodate the desired population, the City would prefer to see urban growth continue north into the March Rural Area rather than extend west into the farm lands between Kanata and Stittsville. 8

- Kanata has concerns about the form and character of residential growth. The City is not opposed to higher density forms of housing, but is not satisfied with the character of development which occurred in recent trends to build large houses on small lots, or large link-singles on lots zoned for doubles, or multiple developments which access directly onto neighbourhood collectors. These tend to make low density housing appear more dense than it is numerically.

4. Costs

- The attribution of costs in Figures 19 and 20 and Appendix 3 distorts the costs related to the three urban communities in two ways: only costs to Region are identified therein; costs attributed only to Kanata's growth include costs for facilities which will benefit other areas.

- One obvious example of the first type of distortion is the costs attributed to growth in the South Urban Community which do not include the cost for Highway 416 because it is assumed the Province will build it. 9

- Some examples of the second type of distortion are: 10
  - extension of the Lynwood Collector will service west Nepean, Richmond and Stittsville as well as Kanata
  - in addition this sewer extension appears to be required as part of the existing plan to service the whole regional community in terms of water quality and the adequacy of sewage treatment.
  - costs for the Britannia Parkway are attributed to Kanata, but this facility will not extend this far out and appears to service the western part of Nepean more than Kanata 11
  - transit costs attributed to Kanata's growth will benefit other people in the Region who live elsewhere but work in Kanata and will facilitate access for Kanata consumers/ workers to commercial/employment nodes outside of Kanata. 12

- Costs for Terry Fox Drive appear in two columns - once for the low projection and once for the high projection. In fact, developers and the City have paid, or are about to pay, for the initial construction of this road. Cost figures for this road should be revised to take this into account. 13

- Insofar as the Federal government's development strategy for the National Capital Region adds to servicing costs (longer distances to cross the Greenbelt), it is suggested that the possibility of them paying a portion of the cost involved be discussed with them.

CITY OF NEPEAN

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BRIEF IN SUPPORT OF
REGIONAL DEVELOPMENT STRATEGY

W.T. LEATHEM
COMMISSIONER OF PLANNING

000118

BRIEF IN SUPPORT OF
REGIONAL DEVELOPMENT STRATEGY

INTRODUCTION:

The following presentation is in support of a position recommended by Regional staff on development strategy within the Regional Municipality of Ottawa-Carleton. It is difficult not to be somewhat parochial in making a presentation of this nature, however, this brief is an attempt to view future Regional planning implications from a Nepean perspective.

GROWTH IN OTTAWA-CARLETON:

Since the Regional Official Plan was initially prepared and adopted, many changes have taken place in terms of the patterns of growth within the region. Inside the Greenbelt most of the land has been already built and major land tracts have been developed. What is remaining is basically of an infilling and redevelopment nature. As a result of this development major growth within the next five year period will shift to the new urban communities. Even with the development of the south, the east and west urban communities will experience increasing development pressures. The one exception to this pattern of growth has been the Woodroffe Community which still remains vacant and capable of accommodating 10,000 people or over 3,000 dwelling units and the development of this community is totally dependent upon the policies of Canada Mortgage and Housing Corporation which are difficult to predict.

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The patterns of growth have changed and have not been as formerly predicted. The main factors involved have been rate of land consumption, decreased family size and decreased densities of development. The rate of land consumption has exceeded predictions and expectations; for example in the City of Nepean, land consumption during the decade of 1961 to 1971 was at a rate of 65 acres per 1,000 people; during the decade 1971 to 1981 this rate of consumption had increased to approximately 110 acres per 1,000 people. This increase in land consumption while indicative of the regional trend was even less than that experienced throughout the entire region.

During the last fifteen years, in the City of Nepean, family size has decreased dramatically. From an average family unit of 4.15 persons the decrease has been to 3.4 persons. This represents a major reduction at the City level, however, in the new communities this reduction has been even more apparent with the new communities having an average family size of only 2.5. It must be borne in mind that in the new communities many of the residents are of child bearing age and that this figure of 2.5 will probably increase to some extent.

Another phenomenon of the last decade has been the decrease of the development densities throughout the region and also in the City of Nepean. Many of the areas zoned for high density development actually developed at a density much less than that permitted under the relevant zoning by-laws and, in many instances, changes in the by-law were requested that resulted in even further reductions of development density. Experience even since the approval of the existing Regional Official Plan has proven that any

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proposition to require higher densities of development is always outweighed by the natural influences of the market place and the preferences of established communities.

Craig Henry, Tanglewood and Borden Farm have developed at substantially lower densities than was projected in the early 1970's. The Woodroffe Demonstration Project, despite its doubtful status, is now projected to house only 10,000 persons as opposed to the 15,000 persons projected in the mid-1970's and mainly for reasons of marketability. This, in combination with reduced family size, has resulted in a much greater use of urban land than had been predicted. Propositions have been made that growth in the Ottawa-Carleton region should be restricted to development nodes in the east and west and that development in the south should be delayed. The experience not only in North America but throughout the world is that development is in a radial form; it is difficult to envision any city that, even despite major geographical considerations, has developed solely in a linear manner. Growth in this region in the east and west alone would lead to increasing pressures in the urban core; all interactions between the eastern and western communities would be through the city centre resulting in increasing pressures on all east/west communication routes.

Nepean does not wish to restrict growth in other communities, for example Orleans in the last several years has been the fastest growing residential community, what Nepean wishes to see is a rational growth throughout the Region, a choice for future populations, a continued image of vitality and the avoidance of the urgent requirement to satisfy demands for the inevitable need through a compromised planning program undertaken too late.

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THE CONSEQUENCES OF NO SOUTH URBAN COMMUNITY

Apart from the former comments on internal pressures relating to an east west development, Nepean has serious reservations regarding regional development if the South Urban Community were not to be developed in the near future.

Providing a choice to the potential homeowner and resident of only an east and west development would create a lack of choice. In terms of employment opportunities, and particularly with the development of major employment centres in the Merivale area, this would not be a desirable situation.

Perhaps more important is that without development of the South Urban Community the potential is evident of the creation of a monopoly of land ownership. Already, in both the eastern and western communities land has been assembled by major developers and a monopolistic situation has been created. The result of such a situation would be increasing land values and consequently an escalation in the price of homes within the region. This would result in a situation that had been experienced in 1972 when a lack of serviced and servicable land in conjunction with land holdings created a major escalation in home prices.

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FINANCIAL IMPLICATIONS OF THE DEVELOPMENT OF THE SOUTH URBAN COMMUNITY:

The City of Nepean recognizes that there is a need for funding of further infrastructure for both the east and west urban communities, particularly in terms of transit. For the above mentioned planning reasons the south is still required for development; it is recognized that there is a major cost for the provision of sanitary sewer, namely, the West Rideau Collector. A planning study of the South Urban Community should embody analysis of the ways and means to fund this infrastructure, whether it be by increased lot levies at either the municipal or regional level, or by the issuance of debentures or other forms of long term financing. It is important, in the opinion of the City, that the south should not be ruled out merely for financial reasons.

For those who are concerned about the dollars required to finance necessary infrastructure for the south, in prioritized terms relative to the needs to upgrade infrastructure in other parts of the Region, the question of need for the south should not be negated for such reasons of competing for available financing. The south should be studied now, its boundaries and land use framework established, its financing firmly quantified and its minimum five year planning and approvals program completed in order to facilitate its development immediately upon financing schemes being available. Otherwise a future urgency for the south will be incapable of being satisfied without intolerable delays in carrying out the planning at the time of established need.

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EXISTING INFRASTRUCTURE:

Since the Regional Official Plan for Ottawa-Carleton was approved, the City of Nepean has been planning and providing services and infrastructure required for the South Urban Community.

The following is a list of commitments that the City of Nepean has made:

Police: The location of the new Police building on Grenbank Road was based on serving not only the existing urban area north of the Greenbelt but also the future South Urban Community.

Fire: When a decision was made to construct a third Nepean fire station, service to the total City was considered. The location of the third fire station in Barrhaven was decided on the basis of full service to the South Urban Community.

Recreation: The Walter Baker Centre was developed in the Barrhaven Community well above the standards required for a community of some 20,000 people. The development of this centre was also based upon service to a major southern development.

Municipal Services: A major sanitary sewer was constructed east of Barrhaven in advance of need to accommodate the requirements of the South Urban Community and

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to provide a connection to the West Rideau Collector. The storm water facilities that were constructed in the south were developed not only as a pilot project for the Province but to accommodate major expansion in the south.

Commercial

The community shopping centre in Barrhaven was designed and sized for service of an area beyond the present Barrhaven community.

Educational:

A high school site in Barrhaven has already been acquired by the Carleton Board of Education. There are not, and probably will not, be sufficient pupil generation in the existing Barrhaven to justify the construction of the high school. This again was an example of the vision of facilities for future needs within the South Urban Community.

It must be emphasized that the South Urban Community is not a total new community, but is the expansion of a development that already exists and which exceeds the population of what existed in the western community not many years ago. The future South Urban Community would be well served not only by the existing infrastructure that has been developed but also in terms of other facilities located north of the Greenbelt. The Sourh Urban Community would be served in a northern direction by a number of arterials

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such as Greenbank, Woodroffe, Merivale and Cedarview Roads. Provisions were already made for transit facilities and an extension of the transitway is relatively easy and inexpensive. Moreover, the development of the South Urban Community would encourage interaction between existing residential and employment nodes in Nepean, Kanata and Gloucester/Cumberland. In terms of institutional uses the Queensway Carleton Hospital and Algonquin College are conveniently located to serve the future South Urban Community. Moreover, over the past number of years, the City of Nepean, in anticipation of development in the south, has engaged in a program of acquiring land in areas of major environmental concern for major passive and active recreational uses. This program has entailed the acquisition of major land holdings along the Rideau and Jock Rivers. This land was acquired prior to consideration of land acquisition by the Regional Municipality for environmental reasons.

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SUMMARY:

Nepean, in terms of long range planning, investment and commitment has relied heavily on the approvals given to the South Urban Community in the Regional Official Plan.

A major part of the required infrastructure and facilities is already in place - this is not a totally new community but the planned expansion of an existing development.

It is, therefore, our view that the time is right for the commencement of the required planning studies for the South Urban Community.

Presented by:
W.T. Leathem
Commissioner of Planning
City of Nepean

May 29,1984

000127

City of Ottawa / Ville d'Ottawa

Department of the City Clerk
111 Sussex Drive
Ottawa, Ontario
K1N 5A1

Service du greffe
111, promenade Sussex
Ottawa (Ontario)
K1N 5A1

0713-300/84

May 16, 1984

Mr. W. H. Brunette
Regional Clerk
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

OTTAWA-CARLETON
RECEIVED
MAY 17 1984
CLERK'S DEPARTMENT

Dear Mr. Brunette:

Re: Regional Development Strategy

At its meeting of May 15, 1984, the Ottawa Planning Committee considered the above-noted report. At that time, the following motion was approved:

> That the Ottawa Planning Committee indicate its concern for the lack of information, lack of time for community groups to review the report appropriately and lack of concrete issues to be responded to. The Planning Committee therefore requests additional staff input prior to providing a response to the Regional Municipality of Ottawa-Carleton.

The Committee also approved the following:

> That Regional staff provide a list of issues to be responded to, and to suggest a way of handling the information in the 14 Regional reports for the Ottawa Planning Committee meeting of May 29, 1984, and that the short delay in the City response (to the Development Strategy) be communicated to the Regional Municipality of Ottawa-Carleton.

The foregoing is forwarded to you for appropriate action.

Yours truly,

P. G. Pagé
Executive Assistant
Ottawa Planning Committee

c.c. - Chairman, Ottawa Planning Committee
- Alderman N. Smith
- Mr. John Wright, Commissioner
Planning Department, R.M.O.C.
- Mr. Nick Tunnacliffe
Policy & Program Div., Planning Department
R.M.O.C.

C3S009

City of Ottawa
Ville d'Ottawa

Department of the City Clerk

111 Sussex Drive
Ottawa Ontario
K1N 5A1

Service du greffe

111, promenade Sussex
Ottawa (Ontario)
K1N 5A1

000123

7700-018/84

May 18, 1984

W.H. Brunette
Regional Clerk
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5E4

OTTAWA-CARLETON RECEIVED MAY 22 1984 CLERK'S DEPARTMENT

Dear Mr. Brunette:

City Council at its meeting held on May 16, 1984, approved of the attached resolution with regard to an Assessment of the Regional Development Strategy - Discussion Paper, with the following amendments:

"That the heading for Item 1 be changed to read, 'An Assessment of the Regional Development Strategy - Discussion Paper'."

Recommendation 3 was corrected by amending 'Community Development Department' to 'City Clerk'."

Please note recommendation 3 under "Information", which has been highlighted.

Yours truly,

Evelyne M. Cooper
City Clerk

:cg

Attach.

C4C639

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/

CITY OF OTTAWA VILLE D'OTTAWA

000129

From: Department of the City Clerk
De:

Date: May 15, 1984

Ref. No.: 7700-018/84 C1F143
N° de ref.:

Action Exécution		Information Pour votre gouverne	Ward Quartier
[ ] Administrative administrative	[ ] Policy politique	[x]	City wide

To/A:

[ ] Ottawa Planning Committee
Comité d'urbanisme d'Ottawa

[ ] Physical Environment Committee
Comité de l'environnement

[ ] Admin., Policy and Priorities Committee
Comité de l'adm., des politiques et des priorités

[ ] Other
Autre

Non-Profit Housing
Logement à but non lucratif

[ ] Executive Committee
Comité exécutif

[ ] Board of Directors
Conseil d'administration

[1] City Council
Conseil municipal

SUBJECT/OBJET

1. City of Ottawa Response to the Draft Regional Housing Statement Update

Réponse de la Ville d'Ottawa au projet de déclaration régionale sur le logement

FOR INFORMATION

At its meeting of May 15, 1984, the Ottawa Planning Committee considered the above-noted report. At that time, the following motion was approved:

That staff prepare the following for presentation at the Ottawa Planning Committee of May 29, 1984:

1. Regional staff to provide a list of issues to be responded to and to suggest a way of dealing with the information in the 14 reports. 1
2. City staff to respond to issues by way of example or in point form.
3. That this short delay be communicated to the Regional Municipality of Ottawa-Carleton by the Community Development Department.
4. That the Ottawa Planning Committee indicate its concern for lack of information, lack of time for community groups to deal with the matter appropriately and lack of concrete issues to be responded to, and that it therefore has requested some additional staff input prior to providing a response to the Regional Municipality of Ottawa-Carleton.

Executive Assistant
Ottawa Planning Committee

ATTACHMENT

City of Ottawa Response to the Draft Regional Housing Statement Update

2

CITY OF OTTAWA - VILLE D'OTTAWA

000136

From: Community Development Department
De:

Date: May 7, 1984

Ref. No.: 0713-300/84 B1E013
N° de ref.:

Action / Exécution		Information / Pour votre gouverne	Ward / Quartier
[ ] Administrative / administrative	[X] Policy / politique	[ ]	City-wide

To/A:

[1] Ottawa Planning Committee / Comité d'urbanisme d'Ottawa

[ ] Physical Environment Committee / Comité de l'environnement

[ ] Admin., Policy and Priorities Committee / Comité de l'adm., des politiques et des priorités

[ ] Other / Autre

Non-Profit Housing / Logement à but non lucratif

[ ] Executive Committee / Comité exécutif

[ ] Board of Directors / Conseil d'administration

[2] City Council / Conseil municipal

SUBJECT/OBJET

An assessment of the Regional Development Strategy - Discussion Paper./Evaluation de la stratégie d'aménagement régionale - document de travail CD-4515-6

RECOMMENDATIONS

1. That Regional Planning Committee be requested to DEFER consideration of the Regional Development Strategy - Discussion Paper, and give consideration to the need for the following information prior to any reconsideration of this matter.

2 1.1 The advantages and disadvantages of optional distributions of employment and population and an evaluation and a comparison of the associated costs and impact upon existing communities inside the greenbelt.

1.2 Additional information has been provided on the proposed Regional Development Strategy-Discussion Paper, including:

3 a) An assessment of the future potential for new and/or improved roadways inside the greenbelt, particularly if projected increased transit usage and employment levels are not realized in the outer urban communities, but residential population continues to grow in these areas.

4 b) An indication of the probable location of such new and/or improved roadways and the associated costs and impact upon communities inside the greenbelt.

5 c) An estimate of the fiscal impact upon Regional taxpayers inside the greenbelt, given the estimate of costs in the provision of hard and soft services to accommodate the proposed growth to the outer urban communities.

Secretariat Use Only
À l'usage du Secrétariat

36.

d) Pursuant to c) above, an estimate of the fiscal impact given that the projected activity level (ratio of the number of jobs to the number of residents) may not be realized in the outer urban communities. 6

e) Further consideration of the future urban household demand (i.e., size and tenure) given the increasingly aging population and the trend to smaller household sizes and how this need will be accommodated by promoting additional growth to the outer urban communities. 7

2. That a formal liaison process be established between the area municipalities and the Region in the analysis of optional distributions of employment and population pursuant to 1.1 above, and in subsequent development of implementing policies in the review of the Regional Official Plan, consisting of the following: 8

2.1 That staff contacts be established in order that regular meetings can be set up to share views on the proposed Regional Development Strategy, if reconsidered, and on policy areas during the review of the Regional Official Plan that impact each area municipality. 9

2.2 That the area municipality be given the opportunity and adequate time to review and formally comment upon both the Regional Development Strategy, prior to reconsideration by Regional Planning Committee, and any policy reports resulting from the Regional Official Plan review, prior to their adoption by Regional Council as amendments to the Regional Official Plan. 10

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EF:pc-6
B1E013
18/04/84

R. Bailey,
Commissioner of
Community Development.

BACKGROUND

I Summary - Regional Development Strategy

The Planning Department of the Regional Municipality of Ottawa-Carleton released a 'Discussion Paper' for the consideration of the Regional Planning Committee of March 6, 1984. The Regional Development Strategy is intended to become the Region's basic stance toward the provision for the accommodation of growth within the Region to the year 2001 and beyond.

Briefly, the strategy review outlines a number of significant findings including:

1) that the 1974 population projections are not being realized and the region's population could range between 623,000 and 723,000 persons by the year 2001, not 1,000,000 as originally predicted.

2) that the rate of household formation has been substantially greater than the rate of population growth and as a consequence housing construction has remained high.

3) that the three (3) urban communities outside the greenbelt accommodated all growth in the period 1976-81, while population declined inside the greenbelt by approximately eight (8%) percent.

4) that the overall level of urban land consumption has increased dramatically from 28 hectares per thousand population increase (1961-71) to 65 hectares per thousand population increase (1971-81).

5) that the focus of residential development is shifting to areas outside the greenbelt, tending to concentrate in the east.

11

6) that employment growth in Ottawa-Carleton has been strong compared to other urban areas in Ontario, although the anticipated level of employment creation in the urban communities outside the greenbelt has not been realized.

Given the high rate of urban land consumption and the demand for housing, it is suggested that the requirement for additional land could emerge fairly early in the planning period and that planning for additional urban growth, south of the greenbelt to the south urban community should begin in the near future. The strategy also recommends that future urban growth outside the greenbelt should continue to the east and west urban communities of Orleans and Kanata. This would require an extensive programme of major infrastructure improvements to provide for existing requirements and also to accommodate additional growth. Capital cost esimates for hard services to 2001 for this strategy range between $770 million and $1.2 billion. It is stated this could increase to $1.5 billion if it becomes necessary to make major improvements to the sewer system inside the greenbelt.

It is also suggested that measures be taken to reduce the requirements for new or expanded roadways inside the greenbelt and that one of these measures include improving the public transit system, as a priority. Finally, it is suggested that high levels of employment and residential development should be located in selected 'activity nodes' along the transitway.

II Process/Timing

The review of the Regional Official Plan is a two (2) staged process outlined as follows:

Stage I The Regional Development Strategy

March 6, 1984:	Presentation of 'Discussion Paper' to Regional Planning Committee
March 6 - May 18, 1984:	Review by interested parties and area municipalities.
May 29, 1984:	Regional Planning Committee will review briefs.
July 24, 1984:	Revised Strategy Report to be tabled at Regional Planning Committee for final recommendation to Regional Council.
August 8, 1984:	Regional Council to consider the Planning Committee recommendations.

Stage II Draft Official Plan

Regional Council's acceptance of the 'strategy paper' will then be used to guide the development of detailed policies to be incorporated in the Regional Official Plan which is under review. It is anticipated that the Draft Official Plan will be forwarded to Regional Council, for approval in the early fall, 1985.

III Ottawa's Official Plan Review Process

The two (2) year review of the Official Plan of the Ottawa Planning Area is now underway and the Official Plan Review team will soon be involved in updating the City's existing policies and in establishing directions to guide the future development of the City. An approved updated Regional Development Strategy will have a substantial impact upon the new opportunities available to the City in developing an Official Plan.

The Planning Act, 1983, requires that the official plan of a local municipality conform with an official plan of a regional municipality. Subsequently, if approved, the Regional Development Strategy will guide the preparation of the more detailed Regional Official Plan. With this detailed Regional Official Plan in place the City's Official Plan will have to fully conform.

It is important, as a result, that the municipality carefully consider the proposed Regional strategy to fully appreciate its possible future implications, at the local level.

IV Areas for Consideration - Regional Development Strategy

An evaluation of the proposed Regional Development Strategy - Discussion Paper has resulted in a number of areas where specific consideration is required. These form the basis for the recommendations addressed in Section E - Summary Assessment.

A. Basic Approach

1. The Regional Development Strategy calls for continued urban growth in the east and west urban communities - Orleans and Kanata, and suggests that serious consideration should be given to opening additional Stage II lands in the South Urban Community and Barrhaven. This strategy, essentially a continuation of the 1974 strategy, is recommended in absence of any evident evaluation of alternative strategy options.

12

As mentioned, given the two (2) staged process for the review of the Regional Official Plan, once a decision is made in principle, on the long-term settlement strategy, it will form the basis for the development of all of the detailed policies, e.g., roads, transit, land use, land servicing schedules.

Should approval be granted to the strategy, then little opportunity would exist for the municipalities effected to become involved within, or to influence, the detailed policies required to implement it. In the event of a municipality disagreeing with particular Regional Official Plan policies developed in Stage II of the review process, they may be at a disadvantage at any Ontario Municipal Board hearing due to the approval of a Regional Development Strategy.

13

In brief, member municipalities are being asked to commit themselves to a strategy in ignorance of many of the detailed implications involved in implementing the approach. The detailed policies, as an example, could include the construction of new and the widening of existing roadways in the City of Ottawa.

14

2. In an earlier publication entitled 'Options For Future Growth In Ottawa-Carleton, 1981-2001', prepared by the Regional Planning Department in April, 1983, it is suggested that fifteen (15) options within the high and low population projections would be considered as a basis for the recommendation of a preferred approach. It is stated:

> "It is intended that detailed analyses will be carried out on each of the options. The Planning Department in co-operation with other Regional Departments and the ACPAT Sub-Committee dealing with land-use and transportation will be examining the advantages and disadvantages of each of these options in 1983."

Contrary to the expectations resulting from the above-noted report, however, no reference is made in the present strategy to the consideration or evaluation of other options in the conclusion that continuing with the 1974 strategy is the most appropriate way for the Region to develop. Without such an evaluation, the basis for the preferred strategy is unclear. In other words, the discussion paper supports a continuation of the 1974 strategy but does not, in detail, say why.

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B. Basic Assumptions Made

1. It is stated early in the Discussion Paper that "The Regional Official Plan review cannot start from a 'clean slate' ... Policies are in place, and commitments have been made to provide services to many areas identified for future growth..." (Page 2, Col. 1, Par. 3).

16 This statement could be interpreted as a major constraint to any fundamental review of the 1974 Strategy. The strategy paper does not, however, detail the policies and commitments which cannot be changed nor does it explain why.

2. Implicit within the Regional Strategy is the further development of suburbs to the east, west and south of the City of Ottawa. Argument is presented that a combination of higher transit modal split, coupled with high levels of employment in the urban communities will result in reductions in road needs.

17 However, what is not considered is the situation where the suburbs continue to grow, transit ridership is not attained nor are the employment levels anticipated realized. This situation would likely have a significant impact upon roadways and communities inside the greenbelt. Indeed, accepting the realities of the past trends in employment prospects for the Region, residential growth in the outer urban areas may be a major causal factor for more roads inside the greenbelt.

18 3. In dealing with the falling density trends and the increasing consumption of urban land, together with the lower rates of redevelopment (all at variance with the 1974 Regional Plan expectations) it is not stated why these trends occurred, or why it is assumed that they will continue into the future. A major

19 qualification is stated, however, as to the possibility of predicting trends of this nature [i.e., ... "future urban land requirements is one of the most difficult areas to forecast because it relies on so many assumptions..." (Page 17, Col. 1, Par. 2)].

4. Another major assumption made is that,

> "The following evaluation, therefore, is based on the general premise that disruption to existing communities (through increased traffic, roadway construction and high density development) is "bad" and reducing the combined cost of

20 providing regional infrastructure to support growth (such as roads, water and sewer) is "good". We could find no other criteria that were particularly useful to our evaluation."

Without further refinement at a detailed level and without substantiation that the preferred strategy maximizes these objectives (as opposed to the alternatives), these premises can

21 have little real significance. Indeed if employment levels and projected transit ridership within the outer urban communities are not realized, then the strategy recommended could create increased roads and traffic through existing neighbourhoods.

5. Future urban land consumption is a fundamental component of the

22 strategy, however, little consideration is given toward policies that would reduce this high rate of land use. The potential for redevelopment inside the greenbelt, for example, is not addressed in any detail.

C. Trends and Projections (Population)

1. It is stated that population growth is largely affected by the growth of employment and the accompanying pattern of in-migration

23 for jobs and not by gains obtained through natural increase. Little detailed analysis is provided, however, on the existing employment base - on how it has changed over the years and what likely future changes might impact the Region's future employment prospects.

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and land in the Region was divided between urban and rural uses. Urban development was to occur either within the Greenbelt or in certain selected sectors beyond the Greenbelt. These sectors were referred to as the East Urban Community (centred in Orleans), the West Urban Community (centre in Kanata) and the South Urban Community (in the Barrhaven area). The latter community was to be developed towards the end of the planning period. The rationale for the creation of these communities was to limit the negative impact of urbanization on the agricultural, forest and mineral resources of the rural areas while at the same time providing a sufficient concentration of people to support a high level of urban services (sewers, transportation, public transit, etc.). As these urban communities grew and matured, it was expected that they would begin to function as alternative employment centres relieving some of the pressures and congestion in the central area.

The purpose of the Official Plan review is to determine whether the configuration of development proposed by the Plan is still relevant and to assess whether the land currently designated for urban development is sufficient to meet future needs. A number of issues are raised in this regard:

1) Growth Rate - Although the Region has not grown as rapidly as the Plan had originally anticipated, increases in the amount of land consumed per capita have resulted in a level of land use approximating that expected by the Plan for a larger population.

2) Land Supply - It is estimated that there is an approximately 40 year supply of serviced industrial land at currently anticipated annual consumption rates. With respect to residentially designated land, on the other hand, if population growth reflects the high projection developed by the Region, there may be a need to expand the urban envelope beyond that anticipated by the Official Plan.

3) Distribution of Growth - To determine where new growth should be encouraged and, in particular, where the urban envelope should be expanded, the document considers a number of options including the development of the South Urban Community and the expansion beyond current planned limits of the East and West Urban Communities. Though no recommendations are made, the report appears to favour expansion of urban growth into the currently undeveloped South Urban Community. It should be noted that the option of increasing the residential density in the central area by encouraging infill and redevelopment is not considered a viable alternative to meet in a significant way future housing needs.

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24 A trend projection of the 1976-1981 total population growth rate is developed as the low projection, and the high projection, without explanation, is based upon migration rates twenty (20%) percent higher than the average experienced over the last twenty (20) years, on a continuous basis to 2001.

25 To have full confidence in the reliability of the projections, it should be stated why the above-noted range of years is considered representative of the future and what the actual growth of employment was throughout these years.

2. No mention was made of the implications of a changing or aging population in terms of employment growth prospects or of the likely implications in terms of future land demands (residential land in suburban areas). As suburban land consumption is a fundamental component of the Regional Development Strategy and the detailed demographic character of the population has major implications on the nature of residential demand, the information provided is considered inadequate.

26

Trends and Projections (Employment)

1. Employment projection is based upon population growth. Yet, the report clearly states that "since reliable forecast of economic conditions into the distant future is virtually impossible to construct, a true employment projection was not attempted. Instead, the number of jobs required to support the "high" and "low" population projects was calculated." (Page 12, Col. 1 and 2). From a methodological perspective the means of projecting employment bears little relation to past trends or economic realities.

27

In essence what appears to be included in the strategy is an expression of a desired future state rather than analysis leading to probable situations. Although the report does indicate that the figures developed were checked for reasonableness by review of growth prospects for each employment sector, no details are provided. Therefore, on the basis of judgement and without any shown analysis, the new future employment prospects for the satellite communities, a crucial assumption of the total strategy, is considered viable.

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2. The report does not provide an inventory of existing industrial uses in the urban communities, nor does it address their past growth since the adoption of the Regional Official Plan in 1974. Information of this nature is considered essential to develop realistic expectations of future growth of employment within the urban communities.

29

D. Households

1. It is stated that the rate of household formation has been substantially greater than the rate of population growth within the Region. No reference has been made, however, to the anticipated future age and sex cohorts of the population as a basic consideration for determining likely future land demands.

30

For example, two (2) significant points are highlighted in the report:

1) That household size is declining and is expected to decline,

2) That there will be a substantial increase in seniors (65+), nearly doubling to the year 2001.

31 This suggests a likely increase in the demand for small family accommodation in close proximity to services. The strategy does not compare optional distributions of population and employment in determining which will best meet these anticipated needs.

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E. Costs

32 1. The costing of facilities is a fundamental component of the proposed strategy, yet major qualifications are provided to the effect that it is suggested that wide margins of error could exist within the figures outlined in the report (Page 21, Col. 1, Par. 3).

Capital cost estimates to provide hard services to the year 2001 for the urban sub-areas range between $768 million and $1.2 billion (given the low-high population projections and not including the Queensway, federally owned parkways or the correction of sewage filtration problems within the urban area).

33 The outer urban communities are expected to make up 24% to 34% of the population, in accordance with the low-high population projection, and will account for 42% to 58% of the capital cost required for hard services.

34 2. No analysis is provided in the report on the cost of soft (social) services. If these were included then a somewhat better picture of the possible total cost estimate of the proposed strategy would exist for consideration.

3. A major reason stated for encouraging growth to the outer urban communities is the large proportion of the costs for water, road and sewers which will be recovered through Provincial grants or other revenue. It is stated "that the costs of providing
35 infrastructure to serve growth in the south are comparatively small (assuming the province builds the 416 freeway - at an estimated cost of $90 million)..." (Pages 21, 22). In brief, the strategy suggests that while the costs of infrastructure are high, there appears to be scope within the Regional budget to meet the expenditure.

To base a major element of the regional growth strategy upon the assumption that the Province will continue to provide the present subsidy arrangements on water and sewer projects and that they will build the 416 freeway could be considered questionable. The report addresses these uncertainties and states that "much of the infrastructure required in the future consists of water and sewer projects which may not be subsidized by the Province,..." (Page 24, Col. 2, Par. 2)

4. No consideration has been given to the significant reality that by continuing with the 1974 growth strategy, with a much reduced population, significant additional costs could result for the smaller projected population.

F. Summary Analysis

In summary, there are a number of areas of concern with the "Regional Development Strategy - Discussion Paper" which should be considered in detail prior to any approval being granted. These range from the basic approach and major assumptions to specific concerns related population and employment projections, the costs of services and the impact of the proposed strategy upon lands inside the greenbelt.

The Discussion Paper builds its case in support of continuation of the
36 1974 regional development strategy and suggests the opening of additional land in the south to accommodate the present rate of high urban land consumption. Inherent in this strategy are expensive infrastructure costs and the potential for additional roads and improvements inside the greenbelt and potential major costs to the Region, its member municipalities and their taxpayers.

37 The Regional Development Strategy as currently written does not provide detailed consideration of the many possible or likely implications of the preferred approach. The strategy is heavily qualified and does not explore optional distributions of employment and population, thereby providing a comparative cost analysis.

Implications for the City of Ottawa

At the local level, there remains uncertainty regarding future impact upon roadways inside the greenbelt, plus the inherent costs of their probable improvements and widening. Additionally, it is unclear as to the fiscal implications in providing expensive infrastructure service to (primarily) residential communities outside the greenbelt. Finally, since an official plan of a local municipality must conform to an official plan of a regional municipality, it is of concern that the City of Ottawa may not have the opportunity to explore its own preferred direction as a part of its Official Plan review.

In light of these concerns, it is recommended that Regional Planning Committee defer consideration of the Discussion Paper until such time as the advantages and disadvantages of optional distributions of employment and population have been explored and associated costs and impacts upon existing communities compared.

Additionally, it is recommended that a number of pertinent questions on the proposed strategy be considered by the Region in order that a fuller consideration of the implications of the proposed strategy can be provided.

Finally, it is recommended that a formal liaison process be established between area municipalities and the Region in the analysis of the Regional Development Strategy, if reconsidered, and in the review of the Regional Official Plan and that the municipality be given the opportunity, and time, to comment upon these matters prior to their adoption by Regional Council.

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OPTIONS

N/A

RATIONALE

N/A

INPUT FROM OTHER SOURCES

N/A

ATTACHMENTS

N/A

COMMUNITY NOTIFICATION

Informal discussion has taken place with the Regina Community Council and the Ottawa East Community Association, although the limited time period provided for the review of the Regional Development Strategy, precluded formal input by these groups.

DISPOSITION

1. City Clerk to notify the City Clerk of the Regional Municipality of Ottawa-Carleton of City Council's disposition, including a copy of the approved report by May 18, 1984, for inclusion on the Regional Planning Committee agenda of May 29, 1984.

FINANCIAL COMMENT

N/A

KEH:dm

000138

Ottawa

Department of Community Development

111 Sussex Drive
Ottawa Ontario
K1N 5A1

Service du développement communautaire

111 promenade Sussex
Ottawa (Ontario)
K1N 5A1

CD-4515-6-3

June 13, 1984.

OTTAWA-CARLETON RECEIVED JUN 18 1984 PLANNING DEPARTMENT

Mr. J.M. Wright,
Planning Commissioner,
Regional Municipality of
Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Mr. Wright:

Re: Official Plan Review - Transportation Component of the Regional Development Strategy

I am in receipt of your letter dated May 30, 1984, which was received on June 8, 1984, together with a copy of the above-noted background document on transportation. While it is important that the Department review and comment upon this aspect of the Regional Development Strategy, it is impractical for my staff to analyze this document and forward their written assessment to the Ottawa Planning Committee and City Council in time to meet the suggested deadline of June 20, 1984.

As a consequence, we intend to review the transportation component together with the report evaluating the growth options which you will be sending to Regional Planning Committee on June 26, 1984. This will not only provide additional time, but will provide a focus for the review of this document.

Yours truly,

R. Bailey,
Commissioner of
Community Development.

EF/kf

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Planning & Development
Department.

LA CORPORATION DE LA CITE DE
THE CORPORATION OF THE CITY OF **VANIER**

May 28, 1984.

OTTAWA-CARLETON RECEIVED MAY 30 1984 PLANNING DEPARTMENT

The Regional Municipality
of Ottawa-Carleton,
Planning Department,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3.

Attention: Mr. N. Tunnacliffe,
Director, Policy &
Program Division.

Dear Mr. Tunnacliffe:

Re: File PD 1.1.04,
Comments re: Regional
Development Strategy.

Attached please find a copy of Resolution No. 84-34 of the Vanier Planning Advisory Committee which contains the City's comments regarding the Region's discussion paper entitled: "Official Plan Review: Regional Development Strategy". For your information a copy of this Department's staff report which was considered by the Planning Advisory Committee is attached. It should be noted that a resolution from Council will be forwarded later in June confirming the Planning Committee's recommendation.

Yours truly,

James Kearns,
Director of Planning
and Development.

JK/dd

Encl.

FETONS ÇA ENSEMBLE 1784 ONTARIO 1984

297 RUE DUPUIS ST VANIER ONT K1L 7H8 - 746-8105

CELEBRATING TOGETHER 1784 ONTARIO 1984

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NO 84-34

CORPORATION OF THE CITY OF VANIER
MUNICIPALITÉ DE VANIER

RESOLUTION

DATE MAY 22 19 84

PROPOSÉ PAR
MOVED BY _____

APPUYÉ PAR
SECONDED BY _____

"RESOLVED THAT Planning Advisory Committee directs that the following comments (contained in the Planning Department report entitled "File PD 1.1.04, R.M.O.C. Official Plan Review") be forwarded to the Regional Municipality of Ottawa-Carleton as the City's official response:

"1) Although the Region's projections for growth in the City of Vanier are somewhat more conservative than those of the City of Vanier, the high growth forecast of population and residential growth is generally in line with the City of Vanier's expectations to the year 2001.

2) In determining locations for employment centres, the Region should not place an inordinate amount of emphasis on proximity to the Transitway. Rather a balanced and comprehensive set of criteria should be employed taking into consideration existing commercial centres, physical development potential, accessibility, quality of both public and private transportation facilities, adequacy of existing infrastructure and location relative to other centres."

ADOPTÉ
CARRIED _____

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LA CORPORATION DE LA CITÉ DE
THE CORPORATION OF THE CITY OF **VANIER**

May 16, 1984

Chairman and Members of The
Vanier Planning Advisory Committee

Gentlemen:

Re: File PD 1.1.04
R.M.O.C. Official Plan Review

Background

As part of the review of its Official Plan, the Regional Municipality of Ottawa-Carleton has prepared a discussion paper entitled "Official Plan Review: Regional Development Strategy" a copy of which is attached. The purpose of this document is to establish a framework for evaluating the performance of the Region's current Official Plan prepared in 1974 and for determining future planning directions to the end of the century. This document represents the culmination of Phase 1 of the Region's Official Plan review process. Since the release of this document in March, a consultation process has been occurring with municipalities, public agencies and members of the general public. A formal public meeting has been scheduled for May 29, 1984 by the Region's Planning Committee. Subsequently, Regional Council will begin making policy decisions in regard to this development strategy which will form the basis of future amendments to the Region's Official Plan.

Although the Region's discussion paper is most directly relevant to the growing municipalities on the periphery of the urban area, certain underlying assumptions in this paper may have implications for Vanier in the second phase of the review process. The purpose of this report to Planning Advisory Committee is to provide members with a resumé of the principal findings and issues identified in the discussion paper and, in reply to the Region's request for comments, to provide a basis for the City's official response to those issues which directly affect Vanier.

Based on assumptions made at the time of its preparation, the existing Official Plan provided a framework for growth intended to serve a population of 1,000,000 people. A pattern of development was proposed

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297 RUE DUPUIS ST VANIER ONT K1L 7H8 · 746-8105

4) Distribution of Employment - location of employment centres forms an important component of the development strategy and can have a dramatic impact upon requirements for additional investment in infrastructure. Patterns of employment distribution can range from highly centralized concentration in the downtown area to widely dispersed centres situated in a multitude of locations across the Region - both inside and outside the Greenbelt. The discussion paper supports the original concept contained in the existing Official Plan which proposes a decentralized distribution of employment with employment growth in the Central area limited to the capacity of the existing infrastructure; the creation of new town (employment) centres in the East, West and South Urban Communities and the location of high concentrations of employment within the Greenbelt at selected locations along the Transitway.

5) Cost of Infrastructure - Finally the report addresses the question of additional investment in infrastructure (roads, treatment plants, water and sewers)which will need to be made under the various alternative growth options.

Generally, the report concluded that the growth strategy contained in the existing Official Plan remains relevant but that additional land will need to be designated for urban purposes. Additionnally, associated decisions regarding location of new growth, and the identification of specific employment centres will have to be made by Regional Council. These decisions will directly affect the amount of capital investment required for new infrastructure and ultimatel, the Region's Taxation requirements. To minimize the cost of new development, the report appears to conclude that the least expensive pattern of development would be achieved by directing some of the new residential development into the South Urban Community (with the timing still to be determined) and by encouraging the location of new high employment centres along the Transitway.

Implications for Vanier

The impact of the Regional Development Strategy is somewhat limited by the fact that Vanier is in the mature stage of its development. Nonetheless, the development strategy chosen by the Region can affect the City's potential for residential infill and redevelopment and, more particularly, its potential for developing larger scale commercial facilities.

.../4

With respect to residential development potential, the Region has prepared a number of population projections which, in the highest growth scenario, foresee in Vanier a population increase of 15% to 21,700 by the year 2001 and an increase of approximately 1,400 residential units. It should be noted that the Region's projections approximate very closely the projections to the year 1991 used by J. L. Richards and Associates in preparing the City's Municipal Housing Statement. Although slightly more conservative than our own projections of population and residential growth to the turn of the century, these figures fall within this Department's range of expectations (10,000 residential units with a population of 22,000 - 23,000).

An important philosophical component which may, in later stages of the review process, have a more concrete impact on Vanier's development potential are the strong links made between the Transitway currently under construction and the distribution of employment centres throughout the Region. If proximity to the Transitway becomes a sine qua non for identification of employment centres this may affect the commercial development potential for Vanier. Much will depend upon the way in which Official Plan amendments prepared subsequent to this discussion paper are dealt with. It is our opinion that many other factors must be taken into account in evaluating potential employment centres. These include the historical evolution of existing commercial centres, physical development potential, accessibility, quality of both public and private transportation facilities, location relative to other centres etc... In determining employment centre locations, it is suggested that the Region should adopt a more balanced approach than that exhibited in the discussion paper.

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Recommendations:

The Department of Planning and Development recommend that the following comments on the Region's discussion paper entitled "Regional Development Strategy" be forwarded to the Regional Municipality of Ottawa-Carleton.

"1) Although the Region's projections for growth in the City of Vanier are somewhat more conservative than those of the City of Vanier, the high growth forecast of population and residential growth is generally in line with the City of Vanier's expectations to the year 2001.

2) In determining locations for employment centres, the Region should not place an inordinate amount of emphasis on proximity to the Transitway. Rather a balanced and comprehensive set of criteria should be employed taking into consideration

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existing commercial centres, physical development potential, accessibility, quality of both public and private transportation facilities, adequacy of existing infrastructure and location relative to other centres."

Yours truly,

James Kearns,
Director of Planning
and Development.

JK/lm

Number/
Numéro

3

Regional Municipality of Ottawa-Carleton Planning Department June ,1984

official plan review

DISCUSSION PAPER

REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT :

BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

VOLUME II : AGENCIES, INTEREST GROUPS, ETC.

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REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT:

BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

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INTRODUCTION

On the 29th of May 1984 the Planning Committee of the Regional Municpality of Ottawa-Carleton held a public hearing to receive comments and submissions on a planning staff report entitled: Regional Development Strategy (Discussion Paper).

That report, dated March 84, was presented to Planning Committee on the 6th of March and then immediately released to area municipalities, agencies, community groups and individuals for their review. During March, April and May the planning staff met with community groups, agencies, and municipal staff to explain the strategy report and provide additional detail.

These three volumes contain copies of all of the briefs submitted prior to, at, or after the hearing - up to 20 June 84. Volume I includes all briefs prepared by municipalities. Volume II includes all briefs prepared by agencies, interest groups, etc. Volume III includes all briefs by individuals.

In most instances, the planning staff have prepared a written response to specific comments presented in the briefs. A number appears in the margin of the text in these volumes to indicate where a staff comment has been prepared. The reader will need to refer to the companion publication entitled Public Consultation Report: Staff Response to Briefs Received at 29 May 84 Public Hearing (June 84) to review the staff response.

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BRIEF PRESENTED

to

THE PLANNING COMMITTEE OF
THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

OTTAWA-CARLETON
RECEIVED
MAY 18 1984
CLERK'S DEPARTMENT

by

ACTION VANIER INCORPORATED

18 MAY 1984

ACTION VANIER INC. 7065-25 DUPUCHEE ST VANIER ONTARIO K1L 8E2

FOREWORD

For the benefit of those who are unfamiliar with Action Vanier Incorporated our letters patent and corporate by-laws are included in appendix A. Action Vanier Inc. is ten years old although we have only recently incorporated. Our stated purpose has been to promote and unite the efforts of Vanier's organizations for the benefit of Vanier citizens. The following organizations are presently members;

BEAUSOURIRE
CANADIAN LEGION EASTVIEW BRANCH
CHEVALIERS DE COLOMB
EASTVIEW RUSSEL KIWANIS CLUB INC.
FEDERATION DES SCOUTS DE L'ONTARIO
FILLES D'ISABELLE
INSTITUT CULTUREL VANIER
MAISON FRATERNITE
OTTAWA-VANIER LIONS CLUB INC.
PARENT SECOUR
ST. ESPRIT SCOUT TROOP
THEATRE D'LA CORVEE
VANIER FASTBALL LEAGUE
VANIER FIGURE SKATING CLUB
VANIER MINOR HOCKEY ASSOCIATION
VANIER OPTIMIISTE CLUB
VANIER SLOWPITCH

In addition to our liaison work between our various member organizations and our lobby function with Vanier City Hall we have also raised funds and contributed towards the improvement of our community. The following are only a few examples;

Completion of the Vanier Library	$5,000.00
Vanier Arena Roof Repair	$5,000.00
Sponsored 79 and 80 Vanier Winter Festival	
Sponsored 82 and 83 Vanier Summer Festival	
Bought lights for Vanier Ball Park	$6,000.00
Helped buy Van for crime prevention	$3,890.00
Donations to; History study of Marie Médiatrice Parish	
Signage for Vanier Arena	
Signage for Richelieu Park	
Study of the History of Vanier	

We feel that we are a legitimate community group with an enviable record of service and a very real concern for future development and growth in the Vanier Area.

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INTRODUCTION

Action Vanier appreciates the difficult and monumental task that is involved in planning for the future and we commend the Regional Government on their able efforts to date as indicated by the Official Plan. We feel that the plan has worked well in fulfilling what we see as it's purpose. Although some target figures have changed or in the case of job creation in the Outer Urban Communities have not yet been met, we think this is not serious. Indeed it is our preception of the plan that has led to our submission.

After study Action Vanier has developed two impressions. First our organization feels that the main purpose of this plan is to house, employ and transport the growing population in the region while providing them with the services and opportunities of a modern city. This approach has been handled in a very technical manner with in-depth studies of population growth, family development, traffic surveys and job creation patterns. The development of the East, West and South Urban Communities and the transportation corridors will solve the housing and transportation problems. The employment opportunities in these areas has not been as successful but if the growth of the High-tech industry in the West Urban Community is any indication of future development, then this problem will also be solved.

Our second impression is that the plan does not account for the intangible and non-technical aspects of civic development. I refere to historic, cultural and social considerations. We feel that planners should not only consider where and how to provide for new growth but also how to preserve and encourage existing communities. We think this is far more important to the Inner Urban Community with its historic and culturally unique neighbourhoods and municipalities. The Inner Urban

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Community, which includes Vanier, has already achieved many of the technical facilities that concern the Outer Urban Communities. Road development, public transport, job opportunities and serviced housing or serviced lots exist. This is not to say that further refinement or future development is not important but it is not a primary concern. Indeed the primary concern for people living in these areas is the sense of community which grows after the development phase is over and which, I might add, can be destroyed by massive re-development. The regional plan does not seem to address these concerns.

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OUR CONCERN

We feel that, although the growth in the Region is developing in a manner consistant with the Official Plan, the survival of existing communities such as Lowertown and Vanier is in doubt.

Important to us is the desire to preserve old communities with historic significance. There are families in Vanier that have lived there from one generation to the next since the early days of Janeville and Clarkstown. They are afraid that they will suffer the same fate as those families in Lowertown that have been displaced by re-development. They see the distruction of a community that had it's roots buried in the origins of the Rideau Canal and the beginnings of Bytown and the disappearance of families that bridged the years between that era and the present.

We also feel that, in Canada where we proudly represent ourselves as a bilingual country, it is important that our capital city and the Regional Government responsible for the development of our capital city actively work to reflect the nature of the nation. This is accomplished with more than laws on language and individual rights, although this is important. It is accomplished through the thoughtful

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preservation of communities and the careful planning of re-development.

We are aware that groups of culturally distinct people with a known history develop strong social ties. These ties make our communities more active, safer and strong. They also create a city that is distinct and cosmopolitan. A good example of this is New York City that has numerous culturally distinct neighbourhoods with their own social ties which produce the world famous cosmopolitan atmosphere.

We feel that in the interest of providing for increased population only lip service has been given to the historic, cultural and social needs of the Region. This has produced an uneasy feeling in our community that we are about to lose our identity and that our future growth is bleak. We feel that the Official Plan which guarantees the future orderly growth of other communities does not provide our community with the same guarantee.

OUR CONTENTION

As indicated Action Vanier feels the scope of the Regional Plan is limited and should be expanded. We feel that if a limited view of a problem and the possible solution is taken then we could be less than effective in our efforts. Indeed new problems and extra costs may be incurred. For example when a municipality is faced with a demand for increased recreational facilities as was the case in Vanier when baseball leagues wanted lights for the River Road Ball Diamond. The municipality might decide on a study of need and cost effiency. If this study proves that the cost and need for these facilities do not meet present budget or civic plans then the facilities can be rejected with reference to statistics and data. Should the cost and need prove to be within the budget or civic plan then the tax dollars can be raised or the budget can be adjusted

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to provide the facilities, again with reference to statistics and data. There is another way of meeting this demand for facilities when the historic, cultural and social ties bring people together in a sense of community. In Vanier our sense of community brought us together and through our fundraising efforts we built the facilities without cost to the tax payer or readjustment of the municiple budget. Our point is that if governments only look at statistics and data when planning they neglect an important planning factor. We feel this example is parallel to the approach taken in the Official Plan when it studies only the technical aspects of growth in the region. Without a complete view problems may not be solved in the best way available to us.

We decided to carry this contention one step further by exploring a theory. We wondered if the cultural aspects of a community could be shown to effect the practical needs of say transportation. Action Vanier with our limited resources can not claim that the following is an in-depth study. We did however try to back up our theory with information supplied by Regional Government employees and we feel that the results are credible enough to deserve careful thought and perhaps more study.

Our feeling that in some Inner Urban Communities the break-down of the cultural integrity, through perhaps re-development, as is the case in parts of Lowertown and Vanier has resulted in families having to move further from their job centres with the result of increased transportation costs. In particular we looked at those people who are of french descent or Francophones. The majority of Francophones are employed as clerical, service, or blue collar workers. One of their major marketable skills is in being bilingual. The vast majority of these jobs are located in the Inner Urban Community presently and will be in the future. These jobs include sales staff, maintenance workers, government employees etc. When we

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compared the census of 1971 to the census of 1981 we found an overall decrease in the percentage of Francophones to Anglophones in the region. In actual numbers the Vanier Francophone population decreased by 3,000 and the Ottawa Francophone population decreased by 5,230. This represents 8,230 less Francophones in the Inner Urban Community and yet in this same period of time bilingual services increased. What may be more important is when total growth in the region over the ten year period is accounted for it shows a 15.9% increase. Anglophone growth shows a similar increase of 13.6% but Francophone growth is only 7.1%. Jobs filled by Francophones have not decreased in the region. We conclude that the Quebec side of the Ottawa River is becomming the new home of our displaced Francophone communities. We see the transportation costs of the future including more bridge construction and increased interprovincial bus links. It might be less expensive to have the Official Plan recognize the cultural importance of certain Inner Urban Communities and set down rules to preserve their nature than to build bridges or buy buses. We think that this is only one example of possible cost incurred when the planning process does not account for the sense of community that is also a part of the growth of the region.

CONCLUSION

We were asked what changes should be made to the Regional Official Plan to improve it after the first ten years. Action Vanier would like to see more study and more interest on behalf of the Regional Government as it relates to the Official Plan in the preserving of the Inner Urban Communities, their history,culture and social development. We feel that such studies and the resulting rules or guidelines could have a positive financial and planning benefit on the region. We believe that the Regional Government will have to turn their attention to these interests as growth of population slows and the Outer Urban Communities become more self-aware.

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APPENDIX A

APPLICATION FOR INCORPORATION OF A CORPORATION WITHOUT SHARE CAPITAL UNDER PART II OF THE CANADA CORPORATIONS ACT

TO: The Minister of Consumer and Corporate Affairs of Canada.

I

The undersigned hereby apply to the Minister of Consumer and Corporate Affairs for the grant of a charter by letters patent under the provisions of Part II of the Canada Corporations Act constituting the undersigned, and such others as may become members of the Corporation thereby created, a body corporate and politic under the name of:

ACTION VANIER INCORPORATED

The undersigned have satisfied themselves and are assured that the proposed name under which incorporation is sought is not the same or similar to the name under which any other company, society, association or firm, in existence is carrying on business in Canada or is incorporated under the laws of Canada or any Province thereof or so nearly resembles the same as to be calculated to deceive and that it is not a name which is otherwise on public grounds objectionable.

II

The applicants are individuals of the full age of twenty-one years with power under law to contract. The name, the place of residence and the calling of each of the applicants are as follows:

1. George Albert Pangman Stairs	230 Brittany Drive, Apt. 709 Ottawa, Ontario Businessman
2. Roger Hector Goneau	287 Montfort Street, Vanier, Ontario Fireman
3. Carole Louise Viau	2470 Southvale Crescent, Apt. 808, Ottawa, Ontario Public Servant

The said George Albert Pangman Stairs, Roger Hector Goneau and Carole Louise Viau will be the first directors of the Corporation.

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III

The Objects of The Corporation are:

(a) to carry on the business of raising, administrating and dispensing funds for the social, cultural and civic improvement of the City of Vanier;

(b) to promote, foster and encourage co-operation between and among the various service and social clubs and other agencies and organizations involved in the social, cultural and civic improvement of the City of Vanier;

(c) to promote the interest and advancement of the heritage of the City of Vanier;

(d) to enter into any arrangments with any authority, municipal, provincial or federal, which may appear to be conducive to the attainment of the objects of the corporation, or any of them, and obtain from such authority any rights, privileges and concessions which said authority may be prepared to provide to the corporation;

(e) to collect any monies by way of donations, dues, grants or otherwise and to hold any expand same in furtherance of the objects of the corporation;

(f) to invest the monies of the corporation not immediately required for the purposes of the corporation in such investments as trustees may by law invest trust funds; and

(g) to do any and all other things as may be incidental or conducive to the attainment of the above contained objects.

IV

The operations of the Corporation may be carried on throughout Canada and elsewhere.

V

The place within Canada where the head office of the Corporation is to be situated is in the City of Vanier, in the Regional Municipality of Ottawa-Carleton, in the Province of Ontari

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VI

It is specially provided that in the event of dissolution or winding-up of the Corporation all its remaining assets after payment of its liabilities shall be distributed to one or more recognized charitable organizations in Canada.

VII

In accordance with Section 65 of The CANADA CORPORATIONS ACT, it is provided that, when authorized by by-law, duly passed by the directors and sanctioned by at least two-thirds of the votes cast at a special general meeting of the members duly called for considering the by-law, the directors of the Corporation may from time to time:

(a) borrow money upon credit of the Corporation;

(b) limit or increase the amount to be borrowed;

(c) issue debentures or other securities of the Corporation;

(d) pledge or sell such debentures or other securities for such sums and at such prices as may be deemed expedient; and

(e) secure any such debentures, or other securities, or any other present or future borrowing or liability of the Corporation, by mortgage, hypothec, charge or pledge of all or any currently owned or subsequently acquired real and personal, movable and immovable, property of the Corporation, and the undertaking and rights of the Corporation.

Any such by-law may provide for the delegation of such powers by the directors to such officers or directors of the Corporation to such extent and in such manner as may be set out in the by-law.

Nothing herein limits or restricts the borrowing of money by the Corporation on bills of exchange or promissory notes made, drawn, accepted or endorsed by or on behalf of the Corporation.

VIII

The by-laws of the Corporation shall be those filed

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with the application for letters patent until repeal, amended, altered or added to.

IX

The Corporation is to carry on its operations without pecuniary gain to its members and any profits or other accretions to the Corporation are to be used in promoting its object.

DATED at Ottawa this 4th day of June, 1982)

GEORGE ALBERT PAHCHAN TAYRS

ROGER HECTOR GONEAU

CAROLE LOUISE VIAU

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BY-LAW NUMBER 1

BE IT ENACTED AS A by-law of:

ACTION VANIER INCORPORATED
(hereinafter called Action Vanier)

AS FOLLOWS:

1. CORPORATE SEAL

The seal of Action Vanier shall be in such form as shall be prescribed by the provisional directors of Action Vanier and shall contain the words Action Vanier Participation. The Seal, an illustration whereof is attached to this by-law shall be the seal of Action Vanier.

2. CONDITIONS OF MEMBERSHIP

Membership in Action Vanier shall be limited to associations interested in furthering the aims of Action Vanier and whose applications for admission as members have received the approval of the board of directors. Resident Associations of Vanier shall take precedence over non-resident Associations.

3. The membership fee shall be determined annually, by resolution of the board of directors.

4. Any member may withdraw from Action Vanier by delivering a written resignation and lodging a copy of the same with the Secretary of Action Vanier.

5. Any member may be required to resign by a vote of three quarters of the members at an annual meeting.

6. HEAD OFFICE

The head office of Action Vanier shall be located at the City of Vanier in the Province of Ontario, Canada at the place therein where the business of Action Vanier may from time to time be carried on.

7. Action Vanier may establish such other offices and agencies elsewhere within Canada as the board of directors may deem expedient by resolution.

8. BOARD OF DIRECTORS

The property and business of Action Vanier shall be managed by a board of directors, of whom a majority shall constitute a quorum. The board of directors may on literature of the Corporation be designated as a board of governors.

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9. The applicants for incorporation shall become the first directors of the corporation whose terms of office on the board of directors shall be until the first annual meeting.

10. The office of director shall be automatically vacated if:

(a) a director shall resign his office by delivering a written resignation to the secretary of Action Vanier;

(b) he is found to be a lunatic or becomes of unsound mind;

(c) he becomes bankrupt or suspends payment or compounds with his creditors;

(d) at a special general meeting of members a resolution is passed by three-quarters of the members present at the meeting that he be removed from office; and

(e) on death.

Provided that if any vacancy shall occur for any reason in this paragraph contained, the directors may by resolution fill the vacancy with a person in good standing on the books of Action Vanier as a member.

11. Meetings of the board of directors may be held at any time and place to be determined by the directors provided that five days notice of such meeting shall be sent in writing to each director. No formal notice shall be necessary if all directors are present at the meeting or waive notice thereof in writing.

12. Directors, as such, shall not receive any stated remuneration for their services, but, by resolution of the board, expenses of their attendance may be allowed for their attendance at each regular or special meeting of the board. Such fixed sum may be paid to the directors as the members may by resolution determine, provided that nothing herein contained shall be construed to preclude any director from serving Action Vanier as an officer or in any other capacity and receiving compensation therefore.

13. A retiring director shall remain in office until the dissolution or adjournment of the meeting at which his successor is elected. A director shall hold office until the next meeting of members following his election of appointment.

14. The board of directors may appoint such agents and engage such employees as it shall deem necessary from time to time and such persons shall have such authority and shall perform such duties as shall be prescribed by the board of directors at the time of such appointment.

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15. The remuneration of all officers, agents and employees and committee members shall be fixed by the board of directors by resolution. Such resolution shall have force and effect only until the next meeting of members when such resolution shall be confirmed by resolution of the members, or in the absence of such confirmation by the members, then the remuneration to such officers, agents or employees shall cease to be payable from the date of such meeting of members.

16. INDEMNITIES TO DIRECTORS AND OTHERS

Every director or officer of the corporation or other person who has undertaken or is about to undertake any liability on behalf of the corporation or any company controlled by it and their heirs, executors and administrators, and estate and effects, respectively, shall from to time and at all times, be indemnified and saved harmless out of the funds of the corporation from and against:

(a) all costs, charges and expenses whatsoever which such director, officer or other person sustains or incurs in or about any action, suit or proceedings which is brought, commenced or prosecuted against him, or in respect of any act, deed, matter or thing whatsoever, made, done or permitted by him, in or about the execution of the duties of his office or in respect of any such liability;

(b) all other costs, charges and expenses which he sustains or incurs in or about or in relation to the affairs thereof, except such costs, charges or expenses as are occasioned by his own wilful neglect or default.

17. POWERS OF DIRECTORS

The directors of the corporation may administer affairs of the corporation in all things and make or cause to be made for the corporation, in its name, any kind of contract which the corporation may lawfully enter into and, save as hereinafter provided, generally, may exercise all such other powers and do all such other acts and things as the corporation is by its charter or otherwise authorized to exercise and do.

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18. The directors shall have power to authorize expenditures on behalf of Action Vanier from time to time and may delegate by resolution to an officer or officers of Action Vanier the right to employ and pay salaries to employees. The directors shall have the power to make expenditures for the purpose of furthering the objects of Action Vanier. The directors shall have the power to enter into a trust arrangement with a trust company for the purpose of creating a trust fund in which the capital and interest may be made available for the benefit of persons having an interest in Action Vanier in accordance with such terms and conditions as the board of directors may prescribe.

19. The board of directors shall take such steps as they may deem requisite to enable the corporation to acquire, accept, solicit or receive legacies, gifts, grants, settlements, bequests, endowments and donations of any kind whatsoever for the purpose of furthering the objects of the corporation.

20. OFFICERS

The officers of Action Vanier shall be a President, a Vice-President, a Secretary and a Treasurer, and such other officers as the board of directors may by resolution determine.

21. The President, Vice-President, Secretary and Treasurer shall be elected at the annual meeting of members. The other officers of Action Vanier shall be appointed at the first meeting of the board of directors following each annual meeting of members and, subject to the provisions of any written employment agreement, the board may, by resolution, remove at its pleasure any such officer.

22. There shall also be the honorary office of patron. The patron shall be appointed at each annual meeting of members.

23. The officers of Action Vanier shall hold office for one year and until their successors are elected or appointed in their stead.

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24. DUTIES OF OFFICERS

The PRESIDENT shall be the chief executive officer of Action Vanier. He shall preside at all general meetings of Action Vanier and of the board of directors. He shall have the general and active management of Action Vanier. He shall see that all orders and resolutions of the board are carried into effect and he or the Vice-President with the Secretary or other officer appointed by the board for the purpose shall sign all by-laws and other documents requiring the signatures of the officers for Action Vanier.

25. The VICE-PRESIDENT shall, in the absence or disability of the President perform the duties and exercise the powers of the President and shall perform such other duties as shall from time to time be imposed upon them by the board.

26. The TREASURER shall have the custody of the Action Vanier funds and securities and shall keep full and accurate accounts of receipts and disbursements in books belonging to Action Vanier and shall deposit all monies and other valuable effects in the name and to the credit of Action Vanier and in such depositories as may be designated by the board of directors from time to time. He shall disburse funds of Action Vanier as may be ordered by the board, taking proper vouchers for such disbursements, and shall render to the President and Directors at the regular meeting of the board, or whenever they may require it, an account of all his transactions as Treasurer and of the financial position of Action Vanier. He shall also perform such other duties as may from time to time be determined by the board. He shall give Action Vanier a bond in a sum and with one or more sureties satisfactory to the board for the faithful performance of the duties of his office, and for the restoration to Action Vanier in case of his death, resignation, retirement or removal from office of all books, papers, vouchers, money and other property of whatever kind in his possession or under his control belonging to Action Vanier. Action Vanier shall be responsible for the cost of a Bond if the Treasurer is a volunteer.

27. The SECRETARY shall, attend all sessions of the board and all meetings of the members and act as clerk thereof and record all votes and

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minutes of all proceedings in the books to be kept for that purpose. He shall give or cause to be given notice of all meetings of members and of the board of directors, and shall perform such other duties as may be prescribed by the board of directors or President under whose supervision he shall be. He shall be custodian of the seal of Action Vanier which he shall deliver only when authorized by a resolution of the board to do so and to such person or persons as may be named in the resolution.

28. The duties of all other officers of the corporation shall be such as the terms of their engagement call for or the board of directors required of them.

29. MEETINGS

The annual or any other general meeting of the members shall be held at the head office of the corporation or at any place as the board of directors may determine and on such day as the said directors shall appoint.

30. At every annual meeting, in addition to any other business that may be transacted, the report of the directors, the financial statement and the report of the auditors shall be presented and a board of directors elected and auditors appointed for the ensuing year. The members may consider and transact any business either special or general at any meeting of the members. The board of directors or the President or Vice-President or any members shall have power to call, at any time, a general meeting of the members of the Corporation.

31. Fourteen days' prior written notice shall be given to each member of any annual or special general meeting of members. Fifty percent (50%) of members present in person at the meeting shall constitute a quorum. Each member present at a meeting shall have the right to exercise one vote.

32. No error or omission in giving notice of any annual or general meeting or any adjourned meeting, whether annual or general, of the members of the corporation shall invalidate such meeting or make void any proceedings

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taken thereat and any member may at any time waive notice of any such meeting and may ratify, approve and confirm any or all proceedings taken or had thereat. For purpose of sending notice to any member, director or officer for any meeting or otherwise, the address of the member, director or officer shall be his last address recorded on the books of the corporation.

33. EXECUTION OF DOCUMENTS

Contracts, documents or any instruments in writing requiring the signature of the corporation, shall be signed by any two officers and all contracts, documents and instruments in writing so signed shall be binding upon the corporation without any further authorization or formality. The directors shall have power from time to time by resolution to appoint an officer or officers on behalf of the corporation to sign specific contracts, documents and instruments in writing. The directors may give the corporation's power of attorney to any registered dealer in securities for the purposes of the transferring of and dealing with any stocks, bonds, and other securities of the corporation. The seal of the corporation when required may be affixed to contracts, documents and instruments in writing signed as aforesaid or by any officer or officers appointed by resolution of the board of directors.

34. MINUTES OF BOARD OF DIRECTORS AND EXECUTIVE COMMITTEES

The minutes of the board of directors or the minutes of the executive committee shall not be available to the general membership of the corporation but shall be available to the board of directors, each of whom shall receive a copy of such minutes.

35. VOTING OF MEMBERS

At all meetings of members of the corporation every question shall be determined by a majority of votes unless otherwise specifically provided by statute or by these by-laws.

36. FINANCIAL YEAR

Unless otherwise ordered by the board of directors the fiscal year-end of the corporation shall be December 31st.

The board of directors may appoint committees whose members will hold their offices at the will of the board of directors.

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37. AMENDMENTS OF BY-LAWS

The by-laws of the corporation may be repealed or amended by by-laws enacted by a majority of the directors at a meeting of the board of directors and sanctioned by an affirmative vote of at least two-thirds (2/3) of the members at a meeting duly called for the purpose of considering the said by-law, provided that the enactment, repeal or amendment of such by-law shall not be enforced or acted upon until the approval of the Minister of Consumer and Corporate Affairs has been obtained.

A member may not appoint as his proxy any other member to vote at any annual or special general meeting.

38. AUDITORS

The members shall at each annual meeting appoint an auditor to audit the accounts of the corporation to hold office until the next annual meeting provided that the directors may fill any casual vacancy in the office of auditor. The remuneration of the auditor shall be fixed by the board of directors.

39. BOOKS AND RECORDS

The directors shall see that all necessary books and records of the corporation required by the by-laws of the corporation or by any applicable statute or law are regularly and properly kept.

40. RULES AND REGULATIONS

The board of directors may prescribe such rules and regulations not inconsistent with these by-laws relating to the management and operation of the corporation as they deem expedient, provided that such rules and regulations shall have force and effect only until the next annual meeting of the members of the corporation when they shall be confirmed, and failing such confirmation at such annual meeting of members shall at and from that time cease to have any force and effect.

41. INTERPRETATION

In these by-laws and in all other by-laws of the corporation hereafter passed unless the context otherwise requires, words importing the singular number or the masculine

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gender shall include the plural number or the feminine gender, as the case may be, and vice versa, and references to persons shall include firms and corporations.

IN WITNESS WHEREOF we have hereunto set our hands at Ottawa, on the 12th day of October, 1982.

GEORGE ALBERT PANGMAN STAIRS

ROGER HECTOR CONEAU

CAROLE LOUISE VIAU

Changes to By-Law Number 1 are as follows:

Section 2 (change what is presently written to read)

Membership in Action Vanier shall consist of two classes and they are as follows:

Class A - Membership in Action Vanier shall be limited to the designated member of an accredited or generally recognized association, interested in furthering the aims of Action Vanier and whose applications for admission as members have received the approval of the Board of Directors. Class A membership is entitled to all rights and privileges and subject to all obligations which membership in Action Vanier confers or implies. Without limiting such rights and obligations, such rights shall include eligibility to seek any office in the corporation and the right to vote on all matters requiring a vote of the membership.

Class B - Membership in Action Vanier is open to any individual interested in furthering the aims of Action Vanier and whose application for admission as a member has received the approval of the Board of Directors. No class B member may represent himself as a spokesman of an association that holds a class A membership. A class B member is entitled to all the privileges of a class A member except the right to seek, hold or vote for any executive office or director's office in Action Vanier.

Section 8 (change what is presently written to read)

The property and business of Action Vanier shall be managed by a board of directors, of whom a majority shall constitute a quorum. The members of the board of directors shall be the President, Immediate Past President, Vice-President, Secretary, Treasurer and any director elected by a majority of the members of Action Vanier. Only directors may vote at board of directors meetings. The board of directors may on literature of the Corporation be designated as a board of governors.

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ASSOCIATION FOR THE PRESERVATION OF KARS ESKER

c/o Mr. Patrick Maguire,
R.R. 1 Kars, Ontario
K0A 2E0

May 18, 1984

OTTAWA-CARLETON RECEIVED MAY 18 1984 CLERK'S DEPARTMENT

Attention: Mr. B. O'Gorman,
Office of the Planning Commissioner,
Regional Municipality of Ottawa-Carleton,
222 Queer Street,
Ottawa, Ontario
K1P 5Z3

Dear Sir:

On May 8, 1984 our organization received your letter of March 8, 1984 inviting comments on the RMOC "Official Plan Review". Since late in 1975 residents of the area around and on the Kars Esker have vigorously objected to provisions in the RMOC plan which permit extraction of aggregate from the portion of the Kars Esker bounded on the north by Regional Road 8 and on the south by Regional Road 4. Our objections have been stated at numerous Rideau Council meetings and at hearings of the OMB in August 1979 and in June 1983.

Our untimely receipt of your letter of March 8, 1984 does not permit us to prepare a submission specifically in answer to the "Official Plan Review". None-the-less we wish to comment on the Region's insistence that aggregate be extracted from sites in the above mentioned area. Put succinctly, we abhor the Region's stance on this matter.

Enclosed, for your information, are two documents which, in the short time permitted us, must serve to establish the basis for our objections. The documents are:

1) a brief prepared for the 1979 OMB hearing, and
2) a resolution passed unanimously at the Rideau Council meeting of August 1982.

The arguments put forth in these documents are more valid today than when they were written. Since that time the population of the area has increased and the number of residences in the immediate area have increased. Furthermore the opening of wayside pits to supply material for the extension of highway 416 and for the Queensway has served to emphasize and demonstrate the incompatability of aggregate extraction with the other long established uses of the area. We hope that you will take note of our objections.

Yours sincerely,

Linda M. Forbes
for.
N. Patrick Maguire,
Chairman

NPM:lml
enclosure. Brief; 1979 OMB hearing
Resolution; August 1982

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ASSOCIATION FOR THE PRESERVATION OF KARS ESKER

RESOLUTION

Whereas: The large majority of citizens of Rideau Township who live in the vicinity of the Kars esker have long and vigorously objected to the possible designation of new sites for the extraction of aggregate on or along the esker,

And whereas: a recent hydrogeological survey of the Kars esker has revealed its paramount importance as an irreplaceable source of pure water to be protected for the future from damage of the sort which could result from large-scale excavation associated with aggregate extraction,

And whereas: the opening of new aggregate extraction sites on or along the esker threatens to severely disrupt the rural community in that vicinity, a community comprising nearly ten per cent of the Township population whose persons and homes would be subjected to the noise, vibration, dust and environmental degradation caused by the extraordinary truck traffic required to transport extracted aggregate,

And whereas: the increased truck traffic generated by new aggregate extraction on or along the esker would represent a grave threat to life and limb of present users of the road and its margins which serve as a source of recreation and transportation for walkers, joggers, bicycle riders, horseback riders and drivers of slow-moving farm vehicles as well as the heaviest average daily traffic load of any Rideau Township road,

Therefore: Be it resolved that the Council of Rideau Township hereby serves notice of its most vigouous objection to any and all actions which might result in the opening of new aggregate extraction sites on or along the Kars esker.

A BRIEF

SUBMITTED TO

THE ONTARIO MUNICIPAL BOARD ON THE
OCCASION OF THEIR HEARINGS IN RIDEAU
TOWNSHIP, AUGUST 27, 1979.

BY

THE FIRST LINE RESIDENTS' ASSOCIATION OF RIDEAU
TOWNSHIP

REGARDING

THE SPECIAL RURAL CLASSIFICATION (SECTION 3A(2))
OF THE OFFICIAL PLAN OF RIDEAU TOWNSHIP

BY

STUART L. JACOBSON, INTERIM CHAIRMAN

24.

000174

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I. PREFACE

The First Line Residents' Association of Rideau Township is a group of citizens resident in the immediate vicinity of the First Line Road of Rideau Township. The organization was formed in 1976 to oppose the designation of the land along the First Line Road as Aggregate Reserve. A membership list is available to authorized parties upon request.

Address: First Line Residents' Association
c/o Mrs. V. Daly, Treasurer
Box 724
Manotick, Ontario
KOA 2NO

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...This area is particularly significant due to its high agricultural capability, its vertical scale which contributes to the visual amenities of the Township, and its undetermined potential for the production of aggregate materials. Due to the physical nature of this area, the land can be worked earlier in the spring than most other agricultural lands in the Township permitting harvest even in very wet years, and aggregate production may be desirable contingent upon the quantity and quality of this resource. This area is currently characterized by a series of conflicting agricultural, residential and quarry uses. Were it not for the unknown aggregate potential of the area, the Plan would have place these lands in a rural category and protected them for agricultural uses...

Taken from the Rideau Township Official Plan and regarding the area designated as "Special Rural".

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(2) SPECIAL RURAL

The Special Rural classification of land identifies the Esker along the First Line of the former Township of North Gower. This area is particularily significant due to its high agricultural capability, its vertical scale which contributes to the visual amenities of the Township, and its undetermined potential for the production of aggregate materials. Due to the physical nature of this area, the land can be worked earlier in the spring than most other agricultural lands in the Township permitting harvest even in very wet years, and aggregate production may be desirable contingent upon the quantity and quality of this resource. This area is currently characterized by a series of conflicting agricultural, residential and quarry uses. Were it not for the unknown aggregate potential of the area, the Plan would have placed these lands in a rural category and protected them for agricultural uses. However, given that future studies may show a necessity to develop all or part of the aggregate reserves in this area and recognizing the conflicting patterns of land use which could arise in the absence of a specific interim policy, this area has been set aside for special policy treatment.

The policies for the development and zoning of Special Rural areas are as follows:

(a) The uses permitted in areas designated as "Special Rural" shall generally be limited to agricultural uses and the maintenance of existing dwelling houses. Accessory buildings necessary to an agricultural operation may be permitted and new severances shall be permitted in accordance with Section 3A(1)(b)(vi).

(b) Notwithstanding Section 3(4) and 3(6) of this Plan to the contrary, no public use and no wayside pit or wayside quarry shall be permitted except by specific amendment to this Plan.

(c) Council shall not entertain any amendment to this Plan which would result in the establishment of any new pit, quarry, wayside pit or wayside quarry until such time as an overall study of this area has been undertaken and a secondary plan covering the entire Special Rural designation has been prepared and approved by Council. Such a secondary plan shall deal with the potential for various forms of land use, the protection of existing land uses and a long range concept for the ultimate development for this area.

Revised: October, 1975
May, 1976
July, 1976
October, 1976

FIGURE 1

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II. INTRODUCTION

This brief concerns the matter of designation of land along the First Line Road of Rideau Township as "Special Rural". The designation is made in section 3A(2) of the Official Plan of Rideau Township.

The designated area lies on top of a ridge-like geological landform (an esker and/or beach ridge) varying in width from two or three hundred feet to several hundred feet. In Rideau Township the ridge stretches from Highway 16 southward to a point south of Kars Village. However only the 5 mile length north of Kars is in the designated area. The First Line Road runs along the top of the ridge within the area and is crossed by three paved roads along that length. These intersections are with Regional Road 8 at the north end, with Century Road about 1.5 miles to the south, and with Regional Road 4 at the southern end of the area.

III. SOCIOECONOMIC CONSIDERATIONS

Residents of the area include active and retired farmers as well as a large proportion of commuters to jobs in the Greater Ottawa area. There are approximately 90 homes and again as many farm buildings in the designated area. About 15 other homes are located within a few hundred feet of the boundaries in the vicinity of the three intersecting roads. The southern edge of the area is adjacent to Kars Village with approximately 125 dwellings. The population of the designated area and its immediate vicinity (assuming 3 to 4 persons per dwelling) would be 300 to 400 or about 3 to 5 percent of the Rideau Township population. This number taken together with that estimated for Kars comprises 8 to 11 percent of the Township population.

A few small commercial businesses exist in the area, primarily in the vicinity of Watterson Corner. In addition there are two or three small-scale aggregate mining operations of long standing and several other small abandoned operations. There are also five or six large-scale single family farming businesses as well as numerous small ones.

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FIGURE 2

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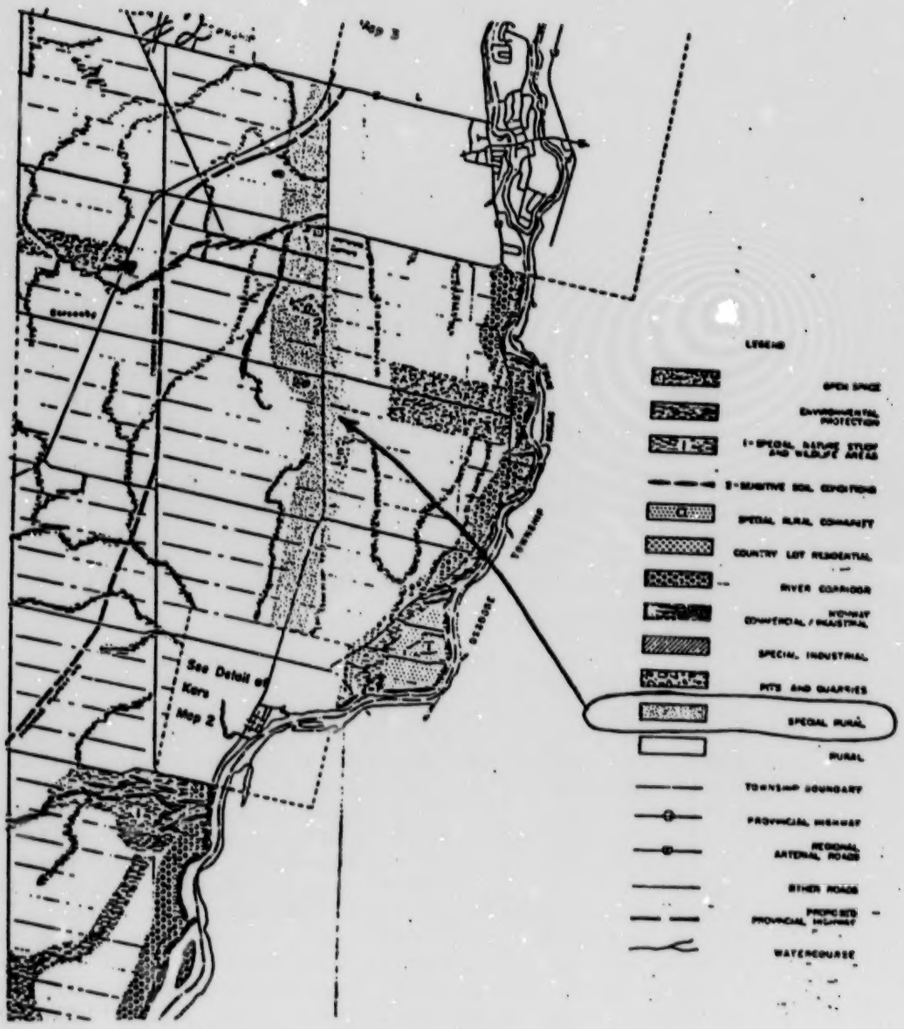

FIGURE 3

Based on informal enquiries to owners and to one local real estate agent, a conservative estimate of the average value per home in the designated area would be $60,000.00. On that basis the normal market value of homes in the area would be upwards $6,000,000.00. Put in a less impersonal manner, for many of the residents, the value of these homes represents a life's savings.

Farms of the area operate on land of very high agricultural quality (ARDA class II and III), which stretches outward from the base of the designated ridge. Land on top of the ridge is classed as lower quality (ARDA IV and V). Local farmers however regard this well drained land as of prime quality. Evidence of this is their use of it to grow various feed crops but particularly large acres of corn. Corn is a crop with one of the highest input costs (approximately 125 dollars per acre) and therefore presents the farmer with one of his greatest financial risks. The climate of the area supplies only 2600 corn heat units per growing season and therefore tillage, seeding, and harvesting often need to be accomplished during the wet periods of early spring and late fall. Under these conditions drainage characteristics become a major consideration along with soil fertility.

The class II and III land adjacent to the ridge is drained by a system of ditches, but without drain tiling it is risky for growing high value crops. Installation of tiling currently runs at nearly 300 dollars per acre, therefore the naturally drained land on top of the ridge is especially valuable for agriculture use. Informal enquiries have shown that area farmers consider well drained land about twice as valuable as that which is less well drained. Rents paid for undrained land run from 12 to 20 dollars per acre while those for well drained range from 25 to 40 dollars per acre. The soil (Kars Gravelly Sandy Loam) on top of the ridge requires a greater input of fertilizer than that of adjacent land. However this added cost is compensated for by the approximately 50 percent lower cost of tillage in the lighter soil. With proper management and normal climatic conditions the land in the designated area gives yields of corn and other crops which compare very favourably with those of adjacent higher class land.

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IV. HISTORY: THE SPECIAL RURAL DESIGNATION

The "Special Rural" designation is a "lesser evil" created by Rideau Township planners in response to vigorous objections by residents to an earlier designation of "Aggregate Reserve". The Aggregate designation originated with the Ottawa-Carleton Official Planners and the Rideau government apparently failed to recognize the potentially disastrous results which that designation would have for their constituents. When Rideau Township began publicizing its own draft official plan, which mimicked the Region's Aggregate Reserve provision for the area, residents mounted a quick response. In April 1975 council, at one of its meetings was presented with a petition by a group of angry residents who opposed the Aggregate designation. Further strong protests were voiced at subsequent well attended public meetings in Kars in December 1975 and January 1976.

At the January meeting, Township officials proposed the Special Rural designation. The proposal was a compromise which would allow the Township Plan to conform with the Regional Plan without (immediately) committing the area to Aggregate Reserve with all of its highly objectionable results. Area residents were reluctant to accept the compromise proposal because they foresaw (correctly) that there might be long bureaucratic delays in completing the study of the area as specified in part C of section 3A(2) i.e., in the Special Rural classification of the Township Official Plan. They feared that in the interim period the freeze on development and uncertainties about the outcome of the study would result in property devaluation albeit in this case without the additional problem of living within a gravel extraction zone.

It can be argued that seeds of the present zoning problem were sown by the Regional planners when they conceived the Aggregate Reserve provision of their Plan. The Regional Plan states a resolute intent to avoid depleting and disrupting farmland and farming operations and to maintain and enhance the rural way of life (Section 5.1.3, Objectives). Furthermore the Plan recognizes that urban expansion can "sterilize" aggregate

The Citizen, Ottawa, April 1975

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Rideau residents protest gravel pit designation

By Murray Campbell
Citizen staff writer

A group of Rideau Township landowners has begun to fight land regulations set down by Ottawa-Carleton which could turn their backyards into gravel pits.

Residents of the township's First Line — the main road from Kars to Manotick — presented a 75-name petition to council Thursday night protesting designation of a 350-foot wide strip along the road as a mineral reserve deposit.

Spokesmen for the 70 landowners along the four-mile-long road said the region's designation is an open invitation for gravel quarry companies to destroy the area's farming and residential character.

Their petition said the increased truck traffic from future gravel pits would threaten the safety of children, devalue surrounding properties and destroy the landscape and water drainage systems.

The residents asked council not to permit the operation of any more pits — five small quarries have been in operation for many years. If new pits are started, compensation should be paid out, the residents said.

They added that there are maybe three or four landowners who might consider leasing their land to quarry companies.

The First Line — which runs parallel to a glacial ridge of solid rock — was designated a mineral reserve in the draft regional official plan approved last October. Final approval of the plan, however, is now pending from the provincial government.

Mayor William Tupper told the residents that Rideau had to conform with regional land uses but promised no new pits would be authorized until the township's official plan is ready later this year.

Even then, Mayor Tupper said, tight controls could be placed on the road to deter quarry operators from setting up business.

"I think it would be in our best interests if there was never another ton of gravel taken out of there," the mayor said.

But the residents are worried that, even with the township's good intentions, the earth in their area may soon be crawling with rock-picking machines.

FIGURE 4

The Citizen, Ottawa, Thursday, December 4, 1975, Page 3

Rideau residents find plans put them in gravel pit zone

A group of angry Rideau Township residents were told Wednesday night their homes are in an area designated for sand and gravel mining and the province can expropriate their properties for roadside gravel pits.

Mayor Bill Tupper told a group of about 100 people at the Kars Recreation Association hall that 84 homes could be affected.

They are located along a five-mile section of township road between Kars and Regional Road 8 about a mile east of the proposed route of Highway 416.

Both the regional draft official plan and a revised township plan call for a mineral extraction zone in the area which would permit pits, quarries, outdoor recreation and farming. No new housing could be constructed.

Many homeowners seemed pleased the plan would maintain the rural character of the municipality, but were concerned about a decline in property values and increased noise if more gravel pits are built.

The township plan foresees a population increase of about 3,500 people by 1991 — evenly divided between rural areas and villages. About 7,800 people now live in the township.

Mayor Tupper said the growth of Kars, North Gower and Manotick should be restricted because they are built on flood plains and don't have sanitary sewers or adequate water supplies.

"Our philosophy is to preserve agricultural land," said Councillor Dave Bartlett. "If you pave farm land now you can't get it back into agricultural production."

Shortage of gravel

Mayor Tupper explained that part of the township would probably have to be used for gravel pits because of the shortage of the material in Ottawa-Carleton. He added that the Ministry of Transportation and Communications could open wayside pits "almost at will" for local construction.

Stuart Jacobson, a resident of the affected area, said he opposed the plan because property values would decline and the council hadn't asked residents if they favored more gravel pits.

"Mining will be allowed within 50 feet of our properties," said Mr. Jacobson. "Township planners have learned geology but not sociology. I think they need a tutor."

Another resident said roadside pits could become common in the area because gravel would be needed for construction of Highway 416.

"The people who own this property seem to have no say what happens here," he said. "You are freezing development without compensating us. I think we should have a referendum on this matter."

Township planner Rob Fonger assured the homeowners there would be little blasting at new sand or gravel pits and said they would have to be built 700 feet from property lines.

Mayor Tupper promised there would be three more meetings in December to discuss the township draft official plan and a another meeting in January about sand and gravel pits.

FIGURE 5

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35.

Concerned Citizens Speak Out

KARS - Well over 100 concerned citizens attended the special meeting called by Rideau Township Council here to consider the Aggregate Reserve clause in the Township's Official Plan and to seek alternatives. Here, a member of the audience lets Mayor Wm. Tupper know her fillings on the clause after the meeting had been adjourned for coffee and informal discussions on the matter.

Advance Photo.

Residents fight Region, First Concession residents unite

KARS - A special meeting held in the R.A. Hall here Tuesday evening, January 27th, to consider solutions to the "Potential Aggregate Reserve" holding clause in the Official Plan of Rideau Township, led to a mandate by area residents to their council to fight Regional Government to the highest possible level in order to have them reverse this holding order placed on the first line.

If Council decides to follow the wishes of the well over 100 area residents present, it could mean more hold-ups in getting the plan into law, as well as a possible arbritary ruling on the question by the Ontario Municipal Board in Toronto, because it was thought a reasonable bet that the Regional Authorities would not let it go through in the Official Plan if zoned as Rural the way the residents wanted.

Dr Tupper had a number of experts on hand for the meeting, including the District Manager of the Department of Natural Resources, the Pits and Quarries Inspector for the area, a representative from the Regional Planning Department, George Armstrong, a spokesman for the Aggregate Resources Producers' Association and Dr. Michael Klugman, a Ministry of Natural Resources geologist out of Kemptville.

Councillor Dave Bartlett, Chairman of the Planning and Advisory Committee took a few minutes at the outset of the meeting to set down the various avenues open to the Committee.

$20 million resource

Mr. Bartlett stated that it has been estimated that the aggregate resource which is located here is worth in the neighbourhood of $20-million even though a lot of it is sand. However, the various restrictions built into the plan as it now reads would make the resource uneconomicle to extract.

In order to open a pit or quarry once the plan is in effect would require a sizeable land assembly scheme, it was brought out at the meeting. A 400 foot buffer zone is required on each side of the pit, land can be extended to as much as 700 feet at the discretion of the council of the day, in order to protect those on adjacent properties

The fact that this would make the resource uneconomicle to bring out was verified by George Armstrong of the Aggregate Resources Producers Association, but because sand won't be available in this area in 10 or 15 years he couldn't estimate what the economic conditions might be at that time.

However, this statement did nothing to reassure the residents of the first line who were present at the meeting attempting to get the clause changed.

Mr. Bartlett's second choice was that they change the zoning to rural. This he stated would be the easiest solution for council and could be perhaps conscrued as the best political choice for it would please everyone, but it would still be illegal under the act which forms the Regional Government

The third alternative, which appeared to be the one which council favoured, would be to zone the area in a "Special Rural Designation". This would more or less be a holding destination until such time as the special study on the aggregate resources in the Township was completed. Council thought they could justify such a move to the Regional Authorities because of the agricultural value of the land, the visual appeal, the mixture between farms and homes on the first line and the aggregate resources which not enough was known at the present time.

Councillor Bartlett, before throwing the meeting open for general comments and questions pointed out that there was no perfect solution and that all council could do was to make their decision as broadly satisfying as possible.

George Armstrong pointed out to the meeting that this was what is termed a "non-renewable resource", meaning that once it is gone, there is nothing anyone can do to bring it back. But with every citizen in the Township using 14 tons per year, and 300 tons being required for every new home, Rideau should be contributing its share.

Another fact brought out was that if the township sterilizes these deposits, they are putting a terrific financial burden on their children who will have to pay thousands of dollars more when building their homes to import aggregate.

It seemed to be still agreed by those present at the meeting however, that the Township should fight Regional Government on the point of Aggregate Reserves, even if the odds are against them.

FIGURE 6

36.

- 4C -

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reserves (Section 5.2.1). Taken in context, sterilize means making aggregate extraction undesirable or impractical. In view of this one might observe that the Special Rural designation of the Rideau Plan is more consistent with the Regional Plan than is the Region's own Aggregate Reserve designation. How such a situation might have come to pass can be understood if one views the Aggregate Reserve designation as an anachronism created by the events which occurred during the long period between the conception and the approval of the Regional Plan.

The Regional Official Plan was approved in 1974. It was most likely formulated three to four years prior to that. During that formative period the area along the First Line Road together with Kars Village was undergoing a profound change in the number and type of dwellings located there. The area population was growing and changing in character due to an influx of families seeking a rural life style. The extent of the increase in the number of houses along the First Line can be inferred by comparing the currently existing number with those shown on a Federal topographic map prepared from aerial photographs taken in 1964. Approximately one half of the houses present now are not shown on the map. When one considers this fact it is easier to understand how planners of the early 1970's might have decided to reserve the then relatively open area along the First Line for possible aggregate extraction.

Prospective buyers of residential property in the late 1960's and early 1970's might have been aware of the small relatively unobtrusive gravel workings then located along the First Line. However they could not have known that the area was being earmarked for large scale aggregate extraction in their near future. It is little wonder then that this revelation met with a swift and indignant protest.

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V. IN SUPPORT OF THE SPECIAL RURAL DESIGNATION

To residents of the Special Rural area and its immediate vicinity (including Kars Village) the prospect of large scale gravel extraction invited by the Aggregate Reserve designation is repugnant.

An immediate consequence of that designation would be a drop in residential property values. There are, in fact, indications that the uncertainty of the Special Rural designation has already begun to have a depressive effect. Several First Line residences have been on the market for some months without selling and at least one of our members interested in selling his home was told to lower his price to take into account the "gravel problem". Under these conditions a resident wishing to relocate and faced with a need to sell his home in order to purchase one in his new location would face a severe financial problem.

Residents who by chance or necessity remain in the area face an equally gloomy prospect. Noise, dirt, and heavy truck traffic generated by gravel extraction operations will severely degrade if not destroy the independence and peacefulness of the rural life style which they seek.

The Township has recently amended a bylaw to permit a three hour per day extension of gravel operations. The new law permits operations from 7 a.m. to 8 p.m. Gravel operators and their supporters in government talk of buffering adjacent areas from pollution, of rehabilitation of pits and of tough enforcement of regulations of the Pits & Quarries Act. However, the Ministry of Natural Resources has just one inspector, for the entire Ottawa-Carleton Region, charged with enforcement of the Pits & Quarries Act. Township residents know well that violations of the act as well as relevant Township Bylaws are not uncommon. First Line residents have little reason for optimism or belief that meaningful measures will be taken to protect them from mining operations.

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Even if mining operations were adequately buffered from adjacent residences, the material extracted would undoubtedly be transported in heavy trucks along all or part of the First Line Road. The existing road is scarcely adequate to support the present relatively low intensity of such traffic and the additional traffic generated by extensive mining operations would be overwhelming. The peacefully coexisting present multiple uses of the road and its shoulder include walkers, joggers and bicycle riders of all ages as well as horeback riders, slowly moving farm vehicles and automobiles. If extracted material were to be hauled at a uniform rate over 8 months per year, 6 days per week, in 20 ton trucks, then every hundred thousand tons of material would generate 26 truck round trips per day. In one 13 hour mining day a truck would pass along the road every 15 minutes! This, of course, is an optimistic estimate since the material will not be shipped at a uniform rate and 2 to 3 hundred thousand tons could be hauled per year in any modestly sized extraction operation. One need not try hard to imagine that the noise, dirt, and vibration generated by this traffic alone could transform the present relatively pastoral setting in a violent manner.

Traditionally, representatives of the Aggregate Industry have argued that they must be permitted to extract aggregate close to the site of consumption. The basis for this argument is that transportation is the major component of cost in aggregate delivered to the consumer. When the Industry speaks of running out of aggregate, the contextual meaning is running out of aggregate close to the site of consumption. The Foundation for Aggregate Studies (1262 Don Mills Road, Don Mills, M3B 2W7) has made the point that there is no critical shortage of aggregate in Ontario and that an economically rational plan to transport aggregate from sites remote from ultimate consumers could be developed if more use were made of rail and waterway transportation. The arguments are, of course, involved and one cannot hope to adequately moot them here. However, the amount of aggregate available along the First Line Road is far too small to significantly bolster the Regional, let alone the Provincial supply. What is at issue here is not the obligation of First Line residents to save their fellowmen from rising costs or depleted supplies of aggregate. What is at issue is simply the understandable desire of a small number of entrepreneurs to profit from the extraction of gravel.

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The social and economic costs of the anachronistic Aggregate Reserve designation are overwhelmingly greater than the benefits. It is difficult to imagine any rational process concluding otherwise. The Residents' Association is confident, that upon completion of an impartial study of all relevant factors, a decision to enact a rural or similar zoning for the designated area will result.

We abhor the bureaucratic delay in completion of the study required by the Special Rural designation. Nonetheless, we support the designation as one approach to obtaining a rational zoning for our area. For this reason we urge the Ontario Municipal Board to support section 3A(2) of the Official Plan of Rideau Township.

ASSOCIATION OF CONCERNED CITIZENS
RIDEAU TOWNSHIP

Box 1194, Manotick,
Ontario KOA 2NO

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Submission to Planning Committee,
Regional Municipality of Ottawa-Carleton.
29 May 1984

Re: Strategic Issues - Rural Growth.

According to the Regional Municipality's statistics, in 1981 9.5% of the Region's population lived in rural areas. Of this rural population, 34% lived in villages and the remainder in decentralised fashion, such as farms, estate lots, small subdivisions or isolated residences scattered along main or secondary roads.

Although much of the rural population focus their lives in the country, such as farmers, local merchants or businessmen, professionals etc., a significant proportion of the rural population commute to work in the city. In other words, although the focus of their employment is in the city, this segment of the population prefers to focus their home life in a rural environment rather than enjoy the conveniences amd amenities of living in urban communities. Their reasons for wanting to live in a rural environment are varied. Some wish to follow persuits that can be practised only in the country, such as hobby farming, part-time market gardening, horse-keeping etc. Others prefer the social values and life-style that rural living affords. Others simply prefer to be able to escape from the city at the end of the day to the tranquility and peace of the countryside.

Whatever the reasons for living in the rural areas, the wishes of this minority of the Region's population must be respected, and their rights to a lifestyle different to that of the urbanised areas must be protected. 1

With such a diversity of interests represented in the rural areas, the geographical extent of the rural areas and thus the range of issues of local importance involved, it would perhaps be presumptive of one localised association to assume that our main concerns are shared by other rural residents' associations. We would therefore subscribe to the suggestion of Mr. Chris Bradshaw that under the

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2 auspices of the Regional Municipality of Ottawa-Carleton, a work-shop or discussion session be held among representatives of rural residents associations to see if there are matters of common concern and of general applicability to the Region as a whole that could be expressed as practical, effective and constructive suggestions for you to consider incorporating into a new Official Plan for the Region.

Notwithstanding the possibility of different emphasis on different concerns in different areas, we are sure that all of us who live in rural areas are united by one common interest at least. That is, we wish to preserve the rural character, the rural atmosphere, the rural social values, and the rural way of life that we have. The biggest threat to this comes from uncontrolled development within rural areas, and perhaps in particular, the rapid and irresponsible expansion of existing villages.

Perhaps a good current example of the rapid erosion of a village is the case of Manotick. This is a particularly unique village community. It is perhaps the only village within easy reach of the Ottawa-Carleton urbanised area that has so obviously preserved the charm and atmosphere of an age when human warmth and friendliness were an integral and valued part of life. Many visitors, especially the elderly people from the city, derive much pleasure from taking the short scenic trip to Manotick and savouring the village atmosphere and character. People who move to the village do so for the one main reason that they value the social values and lifestyle that the established residents adhere to. The crime rate is virtually zero; there is little or no vandalism; there are few if any behavioural problems in the schools; neighbours are friendly and helpful. The value that current residents put on this villlage lifestyle can be judged from a recent mail-in petition against moves towards urbanization of the village in particular and Rideau Township in general. So far this capaign has produced over 1000 responses, which we are sure you will appreciate is an overwhelming response to any cause.

We think that the message from this response is quite clear. Expansion of the villages must be controlled and the integrity of the villages
3 preserved. Too rapid an expansion does not allow the assimilation of new residents into an established life-style. Too rapid an influx of new residents, mainly from the urban areas, causes superimposition of urban values and expectations on the established rural ones.

There must also be a maximum population to the villages for several reaso First, from the social point of view, village lifestyles and values can be

propagated and preserved only if there is social interaction across the community. If the population increases above about 3000 people, such interaction becomes impractical and results in the development of values and behaviour that are more urban in character. Secondly, there are the population limits imposed by such social services as private water supply and sewage disposal systems, volounteer fire departments etc. Most villages operate on private septic tank- tile bed sewage disposal and private well water supply systems. In too many instances, little technical consideration has been given by the local municipality to potential long term sewage disposal and water supply problems when granting development permission. The only criteria that seem to be applied are the minimal MOE requirements, regardless of local soil or bedrock conditions. The long term consequence of this technical disregard, over-zealous development or simply poor planning, are health and pollution hazards that can only be rectified by the installation of expensive piped municipal services. Of course, the outcome of this is that in order to justify the existence of piped munical services, firther higher density development of the village is encouraged. Thus the erasure of a village is assured as it becomes a secondary centre of urbanization. Your example of Stittsville is a case in point.

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Perhaps the fundamental problem with rural development over the past decade has been that the sites and rates of development have been determined by developers and not by professional planners. The result has been that most of the designated rural development by village expansion has taken place mainly in those relatively few villages closest to the urbanised areas. Unless steps are taken to regulate future development, these villages will soon become buried under satellite urban communities.

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The Regional Council of Ottawa-Carleton has a responsibility towards all segments of the Regional Community. The rural areas are important to the community as a whole. They are not only home to those who want a rural lifestyle and they not only support important agricultural and industrial mineral aggregate mining activities. They also provide important recreational space and facilities to those who live in the urban areas and they also, importantly, provide the frame in which our National Capital is set. In this regard, for example, Highway 16 between Woodroffe Avenue and the new Hunt Club bridge, is one of the most scenic approaches to any national Capital in the world. This approach, and the other

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natural resources that we have now, must be handed on to future generations.

Recommendations.

At this stage, we would like to emphasize the following points that we believe most residents in the rural areas, at least, would subscribe to in formulating a new Official Plan for the Region.

1. The Regional Council endeavour to preserve the character of the rural areas and villages, thereby ensuring that the minority of residents who want the rural or village lifestyle, will continue to have the opportunity to exercise their human right to do so.
2. In order to accomplish the preservation of current village life-styles, future expansion of villages be regulated so that the expansions take place evenly in all villages in the Region and not be concentrated in those few villages closest to the urbanised areas.
3. Development in rural areas be encouraged to take place, or even be restricted to, those lands that are not suitable for agricultural purposes.
4. Development in rural areas be allowed only at those densities that can be sensibly tolerated by the environment. In areas that are environmentally sensitive, such as those underlain by Leda clay or adjacent to natural water courses, standards more realistic than MOE minimal requirements for private sewage disposal systems be enforced.
5. Preservation of the natural aesthetic qualities of the rural areas, especially those possessing outstanding appeal, such as the river corridors or scenic road routes. In such areas, development be limited to a density not exceeding one dwelling unit per hectare, and it incorporate architectural design and screening that makes it compatable with the surrounding area.

Thank you for your attention,

John W. Lydon
for
Association of Concerned Citizens (Rideau Township)

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The Bank Street Promenade

BANK STREET PROMENADE/BUSINESS IMPROVEMENT AREA (BSP/BIA)
171 NEPEAN ST. SUITE 201, OTTAWA, ONTARIO K2P OB4 232-6255

Michael Berens, B. Ed.,
Executive Director

OTTAWA-CARLETON
RECEIVED
MAY 16 1984
CLERK'S DEPARTMENT

May 16, 1984

J. Barry O'Gorman
Secretary, Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen St. 14th Floor
Ottawa, Ontario K1P 5Z3

Dear Mr. O'Gorman

We have read the Discussion Paper, "Regional Development Stategy" and wish to go on record with the following:

We support the present flow of buses and cars on Slater St. and Albert St.

Our concern is the proposed Albert St. Bus Mall which we feel will be a detriment to the entire Downtown core. Our specific area of concern is that the one-way flow of buses only on Albert St. will greatly affect the area bordered by Elgin-Bronson-Wellington and Laurier. 1

We look forward to a favorable response.

Yours very truly

Melvin Hartman

Melvin Hartman
Chairman, Bank St. Promenade/BIA

45.

Mr. J.C. Bartle
24 Delaware St.
Ottawa, Ontario
K2P 0Z3

OTTAWA-CARLETON
RECEIVED
MAY 22 1984
PLANNING DEPARTMENT

May 18, 1984

006395

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of
Ottawa Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

1 On behalf of the members of the Citizens for Safe Cycling/Share the Road and the thousands of people for whom the bicycle is already an important part of the Regional Transportation network, I would like to ask that the small but significant role of the bicycle be recognized in the development of a revised Regional Official Plan.

2 Ottawa Carleton already has many advantages which lend support to cycling as a significant component in the transportation system, placing this area far ahead of most other Canadian cities. In its review of the Official Plan, the Region has an opportunity to include cycling and further cycle-related road system and cycle parking improvements as an officially recognized part of the Region's transportation planning. Such planning will clearly support the general strategy outlined in the Official Plan Review discussion paper. Improved cycling facilities, together with improvements to the public transportation system, will "reduce the requirements for new or expanded roadways inside the greenbelt." Already some 10,000 cyclists per day cross the central area screenline. With a sensible, comprehensive plan to make cyclists more welcome and more secure on the road system, I believe that these volumes could be readily increased to 20,000 to 30,000 cyclists per day. At such levels, pressure on the road system would be reduced noticeably. More importantly, a significant enhancement in the quality of life would have been achieved within the Region at modest public cost.

Yours sincerely,

J.C. Bartle
President
Bike for Safety

Presentation at Regional Planning Committee Hearing
May 29th, 1984

(Official Plan Review: Regional Development Strategy)

000196

J.E.B. McPhail, President
Billings Heritage Area Community Association

On behalf of Billings Heritage Area Community Association, I should like to address the Committee on the following matters:

1. Urban Planning - Area Municipality versus Regional Roles.

2. Departmental Planning and Over-all Coordination.

3. Adherence to Principles, Aims and Goals of the Regional Official Plan - a Document with Legal Force.

4. Public Relations and Participation in Regional Planning.

5. Disruption of Built-Up Residential Areas in Regional Development Programs.

6. Neglect of Normal Urban Transportation Needs as Result of Priority for Transitway Development.

930-0

OTTAWA-CARLETON
MAY 22 1984
CLERK'S DEPARTMENT

May 18, 1984.

Mr. Barry O'Gorman
Secretary, Regional
Planning Commission,
Regional Municipality of
Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Mr. O'Gorman:

As was stated in my letter to Mr. J. Wright, of Regional Municipality of Ottawa-Carleton, on April 6, 1984, a group of citizens in Britannia Ward, City of Ottawa, is submitting a brief on the Official Plan Review document of March 1984. Given the very severe restraints of time and information, our enclosed brief highlights only the major issues of concern. It is hoped that your office, in the spirit of true, two-way consultation, will endeavour to meet with both ourselves, and other like groups of citizens in the next six months.

This request was conveyed to the Regional Planning Committee by myself in person when it met on May 8, 1984. There is considerable information on impacts that have not as yet been made available, along with the transportation report itself. In this way, it is expected that a better review, and final product would result.

Yours sincerely,

J.L. Courtney

J.L. Courtney,
Britannia Hard
Services Committee

Encl.

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Brief

Submitted to the

Regional Municipality of Ottawa-Carleton

on the

Official Plan Review

by

Britannia Hard Services Committee

FOREWORD

This short brief is the result of substantial efforts, on their own time of citizens in the Britannia Ward, City of Ottawa.

In the period of six short weeks, more than a dozen meetings were held to review, and attempt to understand the complexity of the various documents provided by the RMOC on the Official Plan Review (OPR), some of which are not yet public. The major difficulties have been the tone and content of these documents, and the logistics of their acquisition and dissemination. True, two-way consultation is only now just starting, at a time when briefs are to be submitted.

We would ask that the opportunity be given over the next six months to dialogue more closely on the details pertaining to the general issues set out in this document.

J.L. Courtney
Britannia Hard Services Committee

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BRIEF ON OFFICIAL PLAN REVIEW

1. THE PROBLEM OF THE PROCESS:

Since the early seventies, citizens of Britannia have been active in the debate over the future land use and transportation corridors in their area. ACTION BRITANNIA and the PINECREST/QUEENSWAY CITIZENS COMMITTEE submitted briefs, and presented their case on the original Plan to the RMOC, and then to the Ontario Municipal Board in the mid to late-seventies. This present brief continues that effort to the present for the 1984/85 Official Plan Review (OPR). While certain issues have been generalized to fit the style and thrust of the March 1984 OPR discussion paper, "Regional Development Strategy", they do have their roots well back in history.

The Action Britannia response to the original Plan of January 3, 1974 to Dr. Grant M. Carmen, Chairman, Regional Planning Committee, is attached, to once again make the points that need to be made, in reply to the OPR which, rather than being a review of the Plan, is simply an update of previous information and programme thrusts. Just as the March 1984 discussion paper makes some of the same assumptions as the first Plan, so too, certain of the points in the Action Britannia brief raised more than 10 years ago, remain valid today. These points are referenced below.

Because there is so much to discuss, a single issues matrix has been devised - see Figure 1 - to summarize the interaction between hard services (transportation, sewers, etc.), and land use issues, and their institutional/organizational context as to planning, policy and programming. This document provides a brief overview of some of our concerns.

The OPR is neither "official" (that is, NCC/City Plans omitted), nor is it a true "review", as the emphasis is on the update and re-affirmation of the old plan. This basic failing of the OPR is made all the more striking when one considers the process problem, i.e., unavailability of document #14 on transportation, and more importantly, the intermediate product of the options testing exercise, both of which were mentioned verbally to the Regional Planning Committee on May 8, 1984. There is no way that either the other agencies, i.e., City and NCC, or citizens in general, can effectively challenge the very general reports released to date. While the style is good, the content is lacking. Given this constraint, the process and timing set out in pages 2 and 3 of the March 1984 discussion paper cannot be achieved. 1 2 3

It is understood that the staff analysis document on the impacts for the optional strategies will only be available to the Regional Planning Committee in late June just before you are required to make a decision. Is there not some means of deferring their very tight schedule?

We would ask that we be able to discuss each and every question raised in Figure 1 with RMOC staff before the next version of the Plan is finalized with the aim to making it a better overall plan. 4

It is further proposed that a TRIPARTITE COMMITTEE with citizen representation be set up to facilitate this process. No forum exists to bring together the parties from the three levels of government. Further, as with the results of the original Plan, there is a need to resolve problems and issues, and not defer them to future study.

During interviews with three levels of government, it became very clear that they do not have "their act together". Rather, each has its own perception of planning, and its own objectives. There is, as a result, a lack of co-ordination and consistency. This is stated as item 5.1.4 of the Action Britannia brief. Not too much has changed in 10 years!

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ISSUES FOR REVIEW OF 1974 OFFICIAL REGIONAL PLAN

FIGURE 1

ISSUE	THE TOTAL PROCESS	PLANNING	POLICY	PROGRAMS	IN SUMMARY
1. THE PLAN	How to amend? How to integrate City, NCC and Region Plans?	How to evaluate and rank options? Who assesses costs and benefits of conceptual ideas - when and how?	Does approval of the strategy give special status (approval-in-principle) to elements costed in strategy paper? A.P.D. can become P.A.D.	Can the plans be given a time and probability of implementation, given present spending levels? e.g., when does conceptual become real?	How "official" is Plan? How can it be altered to reflect changes?
2. LAND USE - RESIDENTIAL - DENSITY	Who defines neighbourhood density targets?	What are the options to high density?	Can density targets be defined for inner zone (City of Ottawa) just as done for satellites?	Can density impact be established before major projects approved?	Density issue not defined/assessed - How to do it?
- SHORELINE AND MUD LAKE	Status of Amend. #20? Who integrates?	How to integrate recreation, hard services and environment issues?	Does decision for these areas eliminate other possible use?	Who has long-term program for these areas? What is it?	Land use status remains unresolved!
3. TRANSPORT LINKAGES - PRESENT ARTERIALS	What is means to assess impact of possible changes for the community?	How can needs of the community be set out and the issues be resolved?	How were regional roads defined? Does a change of status/function alter the plan?	What is phasing for upgrade of system, and impacts on community - good/bad?	Plans for arterials and community impact not well documented.
- BRITANNIA PARKWAY	How did this element get into the plan, how can it be assessed?	What is status of Regional and NCC planning and impact work?	As a costed item, does approval of strategy give special status?	Does this parkway fit into present system and relieve congestion?	Justification for the inclusion in the plan not established.
- DESCHENES BRIDGE	How relevant is this conceptual linkage to the plan?	What are results of 'current options testing'?	What is timing for a conceptual linkage and its status?	How will 'barriers' be dealt with - by filtration plant?	The basis for conceptual link in Regional plan.
TRANSITWAY	Who is accountable, and how to improve dialogue?	What are options for access to transitway and how will they be assessed?	Does transitway priority override new arterial construction, e.g., Britannia Parkway?	Will more effective implementation of transit program reduce arterials' requirement?	More effort required to replace auto travel with transit.
SEWERS	How to mesh community priorities to the City with those of the Region?	Role for Mud Lake? Phasing for storm sewers?	How to co-ordinate recreation, conservation, and hard service policies.	Local impacts to be considered.	Community impact statement required.
SUMMARY	Confusion remains on co-ordination of effort of how to resolve issues?	Plans not well-defined for relationship of the parts to the whole.	Policy conflicts remain.	Timing for program implementation of plans not established.	Vague processes confuse resolution of the issues.

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2. TRENDS AND PROSPECTS:

The 2001 target of 1 million population will not be reached as predicted in 1974. Rather, lower population and density growth rates are now predicted. In 1974, as item 3.5, Action Britannia questioned "the poorly resolved question of where and in what time frame the Region's future employment and residential population should be distributed". We now know that efforts to control "sprawl", and even, the population of the two satellites, at Kanata and at Orleans have not been successful. What is there to ensure future efforts will be any more effective? Can a planned solution, or even population targets be met? 5 6

In the 1974 Plan, it was stated that the Britannia Arterial would not be required until a population of 1 million would be achieved, if ever. Why is this link now costed, when it is predicted that 1 million population will not be achieved by the year 2001? What assumptions have changed since then to require explicit mention of the arterial? Are they population oriented, or strictly technical factors? Please elaborate as to the changes in travel patterns that warrant their mention at this time, when population is predicted to be so much lower. We do not yet know how the South Urban Community would work, nor the impact on Ottawa, but suspect this impact would be less on Western Ottawa and Britannia than accelerated growth for Kanata. More information based upon the computer simulations of the six (SIC) land use and transportation options tested is needed. Costs to be borne by the Region as a whole must be clearly identified. 7

3. THE REGION:

The OPR is slanted to urban growth at the unidentified expense of the loss of agricultural land. The urban/rural land use trade-off is not well addressed. 8

The identity of this region as the National Capital is nowhere addressed. This narrow perspective confirms suspicions that the Plan is only part of the puzzle, and that this OPR is proceeding in isolation without any attempt to reconcile the situation of the NCC. 9

4. LAND USE:

There remain conflicts over land use between jurisdictions. How can the RMOC set out an arterial over City and NCC lands from Mud Lake to Andrew Haydon Park? There are other land use conflicts outside Ottawa as well. 10

How can the OPR ignore the land use plan the NCC will only have completed at the end of 1984? What provision is there to consider those other important land owners in the RMOC? 11

As to neighbourhood densities, targets in the Plan would be a good idea based upon the land use plan for Britannia, as part of Pinecrest/Queensway. 12

To increase population and employment densities around transit stations, such as the one at Lincoln Fields must be tempered by analysis of the impacts. In the case of that station, where would this added density be located? 13

5. TRANSPORTATION LINKS:

The letter of April 6, 1984 to the RMOC Director of Planning asked for clarification of conceptual linkages. No clarification has yet been officially made. So, it is necessary to repeat the questions, in the hope that this point can be clarified: 14

> What is a conceptual link, and what has been done to alter the status of the Britannia Arterial and the Deschenes Bridge since 1974? When are they expected to be implemented as projects, in 20 years, 50 years, or longer?

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15 While it is appreciated that planners wish to keep their options open, the approximate timing of projects should be recorded, especially as to the constraints of the programming process of the current tight money situation. What arterials are achievable within 10, 20, 30 years, given now needs for intersection, transitway, etc. construction? What is the logic for the Britannia Arterial, how would it link to Highway 416, to Kanata, and to the Queensway? Is it really a better solution than the
16 transitway? Finally, what is your priority list for the roads in Figure 5, page 67, Western Parkway of the Discussion Paper?

As to the transitway, the principle of its priority over arterial
17 construction is enthusiastically supported. However, concerns are raised as to the means to ensure its success, e.g., as to the NCC plans to
18 remove buses from the Western Parkway by 1991. Again, how can this conflict between jurisdictions be resolved?

The Britannia Arterial, if ever implemented, would have a detrimental impact on the community of Britannia, cutting across neighbourhoods and
19 severing this community. It would require expropriation of houses and the destruction of a major City park. Invaluable wildlife protection areas would be destroyed. Traffic demand must be accommodated in a less disruptive manner. This third arterial is not required in Britannia.

6. SEWERS AND WATER:

20 Sewer surcharging has occurred for ten years in Britannia, causing basement flooding, due, we are told, to "the overtaxing of the West Nepean Collector". What monitoring has been done, and what resources are available to isolate problem areas and provide solutions?

7. CONCLUSIONS:

Again, it must be stressed that this brief is only able to set out issues - TO ASK THE QUESTIONS for further dialogue over the next six months. The following general conclusions are apparent:

- more information is needed on Plan impacts, with a realistic, priorized implementation schedule for the public;
- there is a pressing need to resolve jurisdictional conflicts between levels of government;
- the present strategy remains somewhat ill-defined, and should be endorsed only "in principle", as the basis for further staff work, with the right to alter its final thrust, if required;
- there should be a frequent review of trends, with common wording reports prepared. As to recommendations, a tripartite board to review conflicts is needed, with citizen participation. This Board would enable adequate background information to be made available to ensure the proper flow of the appropriate information to citizens well in advance to the next time we need to review this Plan.

ACTION BRITANNIA

January 03, 1974

OTTAWA-CARLETON RECEIVED JAN 7 1974 SECRETARY EXECUTIVE COMMITTEE

000204

Dr. Grant M. Carman, Chairman
Regional Planning Committee
The Regional Municipality of Ottawa-Carleton
222 Queen Street
14th Floor
Ottawa, Ontario
K1P 5V9

Re: Community Reply to the Draft Regional Plan Proposal

Dear Dr. Carman:

On behalf of Action Britannia, I am forwarding to you at this time the community response to the Draft Regional Plan Proposal for Ottawa-Carleton. The community has devoted a good deal of study and effort to preparing this brief and assumes that this document will be circulated to all elected regional representatives.

Action Britannia, in further response to Regional Government requests, has scheduled an appearance before the regional body on Friday morning, February 8th, 1974.

A copy of the Community Position Paper on proposed Highway 416 is also directly submitted to your committee, as well as the 416 Study Group, at this time.

As a representative Ottawa community we can only suggest at this time that the proposed Draft Plan is not rushed through council and public discussion. This would seem to be a serious and unnecessary action. Rather a thorough discussion and reassessment of future planning efforts in the region is recommended by this body.

Trusting in your judicious and well advised actions,

Sincerely,

Derek Crain

Derek Crain
2778 Rowatt Street
Ottawa, Ontario.
K2B 6P1

Encls. (2)

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DRAFT OFFICIAL PLAN

for

Regional Municipality of Ottawa-Carleton

A COMMUNITY POSITION PAPER ON THE

RECOMMENDATIONS AND IMPACTS OF THE PLAN

by

ACTION BRITANNIA

Representing

BRITANNIA VILLAGE

CENTRAL BRITANNIA

LINCOLN HEIGHTS

BELL TOWN

Community Districts

December 1973

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ABSTRACT

Action Britannia as a regional citizen body addresses itself in this report to the content and implications of the proposed Ottawa-Carleton Draft Regional Plan. The comments and critiques offered in the course of this brief are many, but a few of the major conclusions are summarized here.

1. The form and quality of the present proposed Draft Regional Plan are largely rejected, and recommendation is made to political representatives to approve only a modified statement of regional planning objectives and life quality standards at this time in order to prevent irreparable longterm damage to the regional district.

2. A major appeal is made to adopt a revised planning perspective of urban transportation congestion, which does not attempt to simply relieve it with increased system capacity and density, only to reach a higher order of urban congestion.

3. Criticisms and rejections of traditional economic evaluations made on a marginal cost basis are put forward.

4. The deceptions of a narrow public acceptance of urban mass transit systems with their subsequent negative impacts on the physical environment are discussed.

5. The unacceptable basis and assumptions of the Draft Regional Plan's transportation proposals are discussed and revealed, and a rejection of many of its conclusions results.

6. The uncontrolled nature of growth of central Ottawa employment as opposed to an unsupportable assumption of limited growth for purposes of regional transportation design are exposed and discussed.

   The transfer of some regional commercial land use controls to an enlightened regional planning body is proposed and supported.

7. Possible existing regional government subsidies to automobile travel are discussed and recommended for change.

8. The Britannia Arterial Roadway proposal is discussed and rejected on the grounds of environmental destruction, noise pollution, nature and wildlife zone destruction, Britannia Park destruction, precious waterfront land consumption and waterfront access elimination.

9. Broad regional and national backing and local plebiscite support for Action Britannia proposals and arguments are documented and recorded.

10. The results of central urban employment expansion, and suburban residential growth resulting in urban transportation pipelines being constructed through inner Greenbelt residential communities is revealed.

ABSTRACT cont.

11. The feeble nature of the calculations and recommendations on urban transportation demands are exposed as unreliable and self-fulfilling.

12. Action Britannia's position on Highway 416 is noted as supporting the termination of 416 at an outer ring road south of the city of Ottawa.

13. Recommendations for limiting the employment growth of downtown Ottawa to 80,000 persons is made.

14. The creation of four outer Greenbelt major employment centers of 40,000 persons each is proposed and early regional infrastructure provisions for same are recommended.

15. Increased interaction with the federal government is suggested to coordinate employment location.

16. The adoption of a set of regional standards of urban residential life quality is proposed and discussed. Such standards are proposed to be integrally weighed in future urban transportation planning efforts.

17. Adoption of a regional gas tax on automobiles is recommended in order to bring its costs more in line with automobile public services benefits.

18. An integration of all regional transportation planning and operating agencies into a super-regional transportation body capable of eliminating negative externalities on public transit from automobile roadway development is recommended.

19. The creation of a regional grid network of Urban Bus right-of-ways is proposed to produce an economical and more competitive public transit service.

20. The adoption of legislation to limit the future size of regional urban arterials to four lanes of total traffic is recommended. Increases to six lanes are proposed where two of the lanes are designated as Urban Bus right-of-ways.

21. A proposal for a Deschenes Crossing Tunnel complex is made, and a recommended crossing route north of the filtration plant and east of the Deschenes narrows is put forward.

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1.0 INTRODUCTION

This brief and discussion paper has been drawn up for the express purpose of presenting the viewpoints and evaluations of four west Ottawa neighbourhoods, united under the aegis of Action Britannia, vis-a-vis the 1973 Draft Official Plan of the Regional Municipality of Ottawa-Carleton. In response to regional government's requests for citizen and community input into the Draft Plan formation, Action Britannia has tried to assemble herein a document variably supporting and constructively criticizing the draft policies and practical proposals. It should be clarified at the outset that any criticisms contained in this brief are not directed at any groups or individuals, but rather at negotiable issues and programs set out by regional government for public discussion.

1.1 DERIVATION OF COMMENTS

Action Britannia has over a period of months involved itself in active community debate at regular weekly meetings, in sample polling of community residents, in information discussions with political bodies, government agencies and with other community groups, in order to fully and efficiently inform itself of germane issues and objectives related to the adoption of a regional official plan. It is from this basis and research that the following brief has drawn its authority and rationale to comment on the proposed draft plan.

1.2 BASIS OF INTEREST

Action Britannia's interest in producing this present position paper is based on two primary concerns. First was the recognition that some of the contemplated policies set out in the draft plan would have extremely undesirable impacts and repercussions upon constituent west Ottawa communities. Secondly and perhaps more important was a recognition by the members that an implicit set of values and assumptions lay behind the approach to the plan itself and that these values if not brought more openly into the realm of public debate, might generate serious and detrimental impacts upon the future welfare of a majority of Ottawa-Carleton residential communities.

1.3 THE PERCEPTION OF PROBLEM BOUNDS

It has become increasingly important in developing urban physical plans to set out the scope or mandate of the problem in order to generate what would appear to be a logical set of directions and conclusions for planning action. Unfortunately in evaluating proposals for action, this is sometimes not done and we subsequently fail to look behind initial frames of reference. We often accept initial assumptions as given and proceed nonchalantly towards conclusions without looking closely at both explicit and implicit problem assumptions. In the case of the regional draft plan one such explicit assumption is growth in

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1.3 THE PERCEPTION OF PROBLEM BOUNDS cont.

the Ottawa-Carleton region. Another is the assumed desirability or need for mass transit as well as the nature, location and timing of growth distribution in the regional district. Many implicit assumptions also exist and it is one of the objectives of this brief to examine and question both the explicit and implied assumptions from the viewpoint of their effect on the welfare of various groups in the region, as well as on the interests and life quality of the region as a whole.

This brief will question to some extent the initial assumptions of the draft regional plan in an effort to improve the understanding of its implications, as well as to suggest possible hidden shortcomings which should be addressed by regional government before final adoption of any detailed program for managing urban growth and change.

Again, it should be made clear that any deficiencies or issues raised in the context of this brief are not directed at individuals or particular groups, but rather at the forum of citizens, public servants, and political actors who are earnestly working to formulate a plan of action which will ultimately contribute to the improved welfare and life quality of present and future Ottawa-Carleton residents.

1.4 SCOPE OF BRIEF

In short the purpose of this brief is fourfold.

1. To set out the objectives and guiding principles of the Action Britannia Committee vis-a-vis present and future regional growth and development.

2. To examine and comment upon the context and findings of the Ottawa-Carleton Draft Official Plan.

3. To express the concensus opinion and views of Action Britannia on the proposed recommendations of the Draft Regional Plan.

4. To make supplementary or alternative recommendations concerning the directions of future growth and transportation strategies of the Regional Government of Ottawa-Carleton.

1.5 MAJOR THRUSTS OF BRIEF

The Action Britannia critique of the Draft Regional Plan will cover both general community viewpoints on the overall impact of the proposed plan as well as specific reaction and community positions on those parts of the plan which directly affect the authoring community district.

1.5 MAJOR THRUSTS OF BRIEF cont.

This critique might be generally outlined by the following major discussion thrusts:

1. The impacts of present recommendations of the Draft Regional Plan on the future welfare and quality of life in RMOC.

2. The contradictions of regional transportation proposals, and detailed recommendations for improving those deficiencies.

3. The uncompromising need for a more enlightened approach to regional development and planning which anticipates a better residential life quality, and working environment for both present and future urban dwellers.

4. The nurturing of an understanding that we ourselves can control and direct the course of future events in our community, and as such we need not accept such intolerable and destructive impositions as the proposed Britannia Arterial or the Highway 416 thruway which would irreparably damage our living environment.

2.0 GUIDING PRINCIPLES AND OBJECTIVES

Before going into specific detailed evaluation of the proposed Draft Regional Plan, it might be important to clarify for readers of this brief the guiding principles of regional development and planning held by Action Britannia. These principles capsulize a philosophical perspective which provides the framework for urban development issue resolution such as those proposed in the RMOC draft plan. It could be argued that where these goals or conceptual objectives are generally agreed upon by citizens or politicians as prescriptive statements of intent and action, resolution of such problems, as proposed by the Draft Regional Plan, could become more generally acceptable to present and future urban residents. Planning for change in this context, might become an asset rather than a liability to urban life quality.

1. Urban development and change should be fully accommodated and supported where it facilitates a net improvement in social and economic welfare, as long as it does not deteriorate or trade-off the life quality of the urban residential environment.

2. Urban roadway development and planning should be subservient to the needs and living quality demands of all present and future residential communities.

3. The cost valuation of urban development or transportation changes should not be based solely upon direct marginal cost estimates, by either the bureaucratic or political arenas.

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2.0 GUIDING PRINCIPLES AND OBJECTIVES cont.

4. The preservation of historic urban elements, prime recreational resources, nature centers and other important public spaces should remain an uncompromised objective of urban development and transportation change.

5. The servicing of increasing urban populations by transportation corridors, should be facilitated without compromising or reducing the quality of life in the new or existing residential communities.

6. Urban roadway development should not prejudice or hinder the growth of alternative transportation modes such as local public transport, community cycling paths and community pedestrian routes.

7. The distribution of new roadway benefits and burdens should favour the welfare of less advantaged populations and communities.

8. Employment and commercial development locations serviced by roadway systems should complement and not dictate the living qualities of residential neighbourhoods.

These guiding principles partially summarize the urban development perspective of Action Britannia and as such underlie much of the following Draft Regional Plan assessments.

3.0 DRAFT REGIONAL PLAN 1973

The following seven subsections will criticize and comment upon some of the explicit and implicit assumptions of the Draft Regional Plan, as well as look at some of the implications and regional impacts of proposed RMOC planning programs.

3.1 URBAN GROWTH OPTIONS

At a very early stage in the discussion of the Regional Municipality's planning efforts on growth accommodation, a series of alternative proposals were put forward for facilitating future population and business expansion in the metropolitan area. A finite set of growth options were compiled by the RMOC planning department. These options were then presented for public discussion. Without, it appears, either full acceptance of the options presented, or indeed clear definition of the physical growth option selected, the RMOC planning department has embarked upon Phase Two of a physical definition of the metropolitan community. This gamesmanship is unacceptable to the community.

The efforts to date of the regional planning body should be examined from one or two perspectives. First, what are the reasons for attempting a descriptive physical plan of the region in its entirety, when it is indeed the prescriptive

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3.1 URBAN GROWTH OPTIONS cont.

issues related to specifying acceptable standards and quality of life which preoccupy the interests of most urban dwellers. That is to say if a community, the politicians and citizens can agree upon criteria for urban change and life quality satisfactory to the community as a whole, would not these criteria themselves in effect design what could or might be done in a physical descriptive sense.

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ON THIS ISSUE ACTION BRITANNIA SUGGESTS THAT TOO MUCH PLANNING EFFORT HAS BEEN DEVOTED TO PHYSICAL PLANNING ACTIVITIES PRIOR TO AN ACCEPTABLE RESOLUTION OF COMMUNITY QUALITY STANDARDS OF GROWTH AND CHANGE.

Action Britannia has attempted to set out in part such a set of standards in its objectives statement, and it would argue that physical planning and design of the region could better occur under such prescriptive guidelines as opposed to hurling plans at community neighbourhoods and pushing same through, where resistance is slightest or community ability to mobilize is weakest. This planning principle is most inegalitarian and has the odour of supporting the welfare of the wealthy or the strong to the detriment of the weak and the poor. The challenge here is to the politicians to represent people equitably, beyond the more vested interests or gifted elites.

The argument has been put forward that Stage I of the regional plan (an evaluation of an incomplete set of physical growth options) is somehow a "fait accompli" and that outcomes of such work are non-negotiable. This viewpoint is essentially naive and lacking in a healthy respect for the fact that a community learning curve does not immediately rise to perfect agreement on solution direction, when only partial information is presented to it.

ACTION BRITANNIA WOULD SUGGEST THAT THE REGION REMAIN OPEN ON REGIONAL GROWTH OPTIONS AND DIRECTIONS CONSISTENT WITH THE QUALITY OF LIFE STANDARDS AND PRIORITIES ADOPTED BY METROPOLITAN RESIDENTS.

Yesterday's physical planning efforts were often machiavellian statements which committed cities to undesirable growth and life quality options. Tomorrow's enlightened perspectives towards urban growth should progress from the definition of acceptable living environment conditions in a more fluid and responsive community building process.

ACTION BRITANNIA FEELS THAT THE FUTURE PLANNING EFFORTS OF URBAN GOVERNMENT SHOULD GIVE PRIORITY TO MAN SHAPING HIS ENVIRONMENT, RATHER THAN THE ENVIRONMENT SHAPING AND STRESSING URBAN MAN.

Herein lies the major contradictions in the Draft Regional Plan between the objectives nicely set out in Part I and the actual programs and proposals presented in Part 5 and elsewhere. The inconsistency is inexcusable and as such exemplifies the major dichotomy underlying the draft proposal.

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3.2 THE ECONOMICS OF EVALUATION

The entire realm of cost evaluation is a most unsatisfactory one today as economists and politicians alike realize the inevitable flaws and hidden traps lurking beneath valuation of development costs. The use of limited evaluation criteria for cost such as minimizing the direct marginal cost of roadway construction in a city is fraught with difficulties. For instance, in adopting the apparently least costly roadway construction program city engineers often act to increase the total transportation costs to the urban population which is constrained by fixed choices of work place. The predominent east-west orientation of the city of Ottawa's growth, dependent upon central city employment is one such economic contradiction.

Rather than absolute cost Action Britannia prefers to use the term net benefit, which means total direct and indirect benefits less costs. In attempting to put a valuation upon social costs and benefits these evaluations themselves often become embroiled in pure political debate. Such debate is, however, the one forum where some value is ultimately put on statistically intangible social costs and benefits.

As a further example; on the 416 study the cost evaluation parameter is rather tenuously cited as the actual marginal construction cost of three roadway connection alternatives. These are direct costs only and reflect no attempt to evaluate secondary transportation costs. Alternative 'A' for instance is cited as the second most economical of the 416 routings. This alternative terminates at the proposed Western Parkway, and as such excludes in its cost the linkage highway cost between that point and the Queensway. Further, the basis upon which one prices an acre of land in the Greenbelt as opposed to land outside it is critical. The least costly Scheme 'C' which runs for a major distance inside the Greenbelt could instead become the most costly option where a high value is placed upon retaining the virgin nature of the Greenbelt acreage.

Thus not only are the boundaries of economic cost evaluations most tenuous, but the valuation coefficients used in these limited analyses might render much of the cost evaluation parameter questionable and misleading.

THE OLD RELIABLE COST PARAMETERS OF CONSULTANTS' REPORTS MUST BE LARGELY DISGARDED TODAY IN RECOGNITION OF THE BASICALLY SUBJECTIVE POLITICAL DIMENSIONS OF SUCH EVALUATIONS.

3.3 THE MASS TRANSIT DECEPTION

For decades now many Ottawans have been expressing the assumed need for a major mass transit subway or overhead facility. The primary rationale behind this demand being that citizens ought to have a comfortable, fast and convenient option to private vehicular travel for a good portion of their daily personal trips. This rationale is indeed an important one and can be readily embraced by bot

3.3 THE MASS TRANSIT DECEPTION cont.

citizens and politicians alike, but unfortunately to date many of the potential externalities or uncontemplated effects of such an objective have been insufficiently explored and discussed. Further it is argued by some that RMOC is indeed not putting enough emphasis on mass transit in its current draft plan. Action Britannia contends that this may not be so simply the case, but rather that under current knowledge and technical expertise, a regional planning body, where pressed to implement mass transit facilities as presently feasible, would have to promote roadway travel as a short to medium term program preceding the realization of mass transit facilities.

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IN EFFECT ACTION BRITANNIA CONTENDS THAT NARROWLY EMBRACING CURRENT TECHNOLOGIES OF MASS TRANSIT IN THE OTTAWA REGION WILL NECESSITATE BOTH INCREASED ROADWAY CONSTRUCTION AND SIGNIFICANTLY HIGHER DENSITY RESIDENTIAL ENVIRONMENTS IN ALL EXISTING INNER GREENBELT COMMUNITIES.

The reasons for this contention are as follows. First the economies of existing mass transit are such that it is only realizable between reliably connected high density residential and high density business districts as exemplified in Toronto, New York or Chicago. Secondly, in order to obtain these high density residential and business populations, extensive roadway construction must be undertaken to serve the growing residential and central business districts until such time as mass transit as we know it presently becomes economically feasible.

The net result of these forces upon the residential environment is such that it is necessary for communities and citizens, who support these existing approaches to transportation, must usually stand by and watch increased construction of urban arterials through older city neighbourhoods as well as the development of very high density urban residential accommodation in many of their own districts.

THERE IS A POTENTIALLY LARGE AND INITIALLY CONCEALED ENVIRONMENTAL PRICE TO BE PAID FOR BLINDLY SUPPORTING THE IMPOSITION OF EXISTING MASS TRANSIT TECHNOLOGIES.

Instead of the term mass transit, Action Britannia prefers to use the more general term "Public Transit" in referring to alternative transportation systems to the ever present automobile.

ACTION BRITANNIA SUBMITS THAT ALTERNATIVE MOVEMENT SYSTEMS ARE REQUIRED TO THE PRIVATE CAR WHICH CAN BE REALIZED WITHOUT THE SHORTTERM NEED FOR MAJOR ROADWAY CONSTRUCTION PROGRAMS OR UNTENABLY HIGH RESIDENTIAL AND BUSINESS ZONES WHICH MIGHT CONTRIBUTE TO THE NET DETERIORATION OF THE URBAN ENVIRONMENT.

The Draft Regional Plan has not effectively pursued other transportation options to the mass transit solution. This outlook will inevitably result

3.3 THE MASS TRANSIT DECEPTION cont.

in a reduced quality of life for the region. On the basis of the directions being presently embraced by regional government vis-a-vis public transit, such transit when realized will be a necessity and not a benefit to the Ottawa-Carleton metropolitan area. This eventuality must be overcome.

REVISED REGIONAL POLICIES SUCH AS LIMITING FUTURE ARTERIAL CONSTRUCTION, TOGETHER WITH PUBLIC TRANSIT IMPROVEMENTS SUCH AS SPECIAL BUS LANE DESIGNATION PROGRAMS AND OTHER LESS DEMANDING PUBLIC TRANSIT TECHNOLOGIES AND POLICIES SHOULD BE EMBRACED.

Some of the strategic programs for affecting such a shift of emphasis are discussed and recommended in Part 5 of this brief.

In summary, RMOC should be embracing more enlightened public transit programs which do not necessitate the interim directions of extensive arterial roadway growth and subsequent deterioration of life quality. The twenty-first century demands and deserves a better set of transportation and planning proposals.

ACTION BRITANNIA THROUGH ITS FOLLOWING RECOMMENDATIONS AND DISCUSSION, CHARGES BOTH POLITICIAN AND PLANNER IN THE REGIONAL DISTRICT TO ADOPT AND SUPPORT REVISED PUBLIC TRANSIT PRIORITIES AND POLICIES MORE IN THE PRESENT AND FUTURE PUBLIC INTEREST.

3.4 REVISING OUR PERSPECTIVES ON CONGESTION

Action Britannia would at this point like to put in proper perspective a term which has to date been the fall-guy or scape-goat of cries for increased Urban Transportation Development. Existing problems of congestion has, since the early 1900's, been the rationale behind first the growth of urban railways, and later the introduction of mass transit in many major urban centers in North America. This is the path along which current RMOC transportation efforts are currently travelling. That is to say congestion is looked upon as an urban evil, something to be relieved, rather like indigestion or a headache. The remedy in the case of our urban transportation system is the adoption of the growth ethic which says that where congestion exists, build more roadways or more movement facilities to relieve it.

IN OUR CURRENT URBAN EVOLUTION WE ARE INTO A VICIOUS CYCLE OF GROWTH, LEADING TO CONGESTION, LEADING TO INCREASING ROADWAYS AND FACILITIES, LEADING TO MORE GROWTH AND CONGESTION AGAIN.

The cycle is infinitely repeatable, eventually to the complete deterioration of our urban environment and our physcial and mental well being as we know it.

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3.4 REVISING OUR PERSPECTIVES ON CONGESTION cont.

IT SEEMS IMPORTANT TO EXPLORE THE MYTHS THAT CONGESTION IS BAD AND RATHER TO LOOK AT CONGESTION AS A NECESSARY BUT SMALL SAFEGUARD AGAINST EVER INCREASING URBAN DENSITIES AND LIFE QUALITY DETERIORATION.

Only when we can accept a degree of congestion, such as the five o'clock rush, as a fact of life, and not simply alleviate it by higher capacity roadway construction, will our urban community reach a balanced and more stable life quality. In effect the standards we desire to set for a quality of life will rise to design and shape our future cities instead of unthinking biases and self-fulfilling nature of simplistic policies of planning for demand accommodation.

A degree of urban congestion, like the tiredness of a man's body and mind at the end of a day, does not demand solutions that artificially increase our ability to stay awake, but rather suggest we reconsider further extending our capacities in futile efforts to relieve the everpresent sources of stress.

ACTION BRITANNIA SUPPORTS A REGIONAL PLANNING POLICY OUTLOOK WHICH DOES NOT ATTEMPT TO ANSWER CONGESTION WITH INCREASING CAPACITY DESIGNS, BUT RATHER SEEKS A SOLUTION TO DISTRIBUTE SUCH STRESSES WITHIN THE EXISTING URBAN FRAMEWORK TO PRESERVE INTACT OR IMPROVE, QUALITIES OF URBAN LIVING.

We must learn to live with a degree of congestion without feeling the fruitless compulsion to relieve it, for congestion is an infinitely insatiable phenomenon.

3.5 UNSUPPORTABLE TRANSPORTATION ASSUMPTIONS

Within the framework of the Draft Regional Plan's Transportation Analysis there lies at least one or two serious and unjustifiable assumptions which casts grave doubts upon much of the subsequent technical detail analysis. These problematic assumptions, both explicit and implicit, will now be looked at.

Before starting into an elaborate origin destination analysis of urban transportation flows, it was necessary for traffic analysis to obtain details of projected employment and residential population data from the Ottawa-Carleton region. That is to say before projected transportation demands could be calculated, many assumptions had to be made as to where regional employment and residential population growth would occur.

BEFORE ANY TRANSPORTATION STUDIES COULD BE UNDERTAKEN, THE TRAFFIC PLANNERS HAD TO ASSUME AND PREDETERMINE WHERE ALL THE REGION'S RESIDENTIAL AND EMPLOYMENT GROWTH WOULD OCCUR UP TO THE YEAR 2000.

3.5 UNSUPPORTABLE TRANSPORTATION ASSUMPTIONS cont.

THUS MOST OF THE TRANSPORTATION RECOMMENDATIONS THAT ARE MADE IN THE REGIONAL PLAN ARE INCIDENTAL TO THE POORLY RESOLVED QUESTION OF WHERE AND IN WHAT TIME FRAME THE REGION'S FUTURE EMPLOYMENT AND RESIDENTIAL POPULATION SHOULD BE DISTRIBUTED.

The question further arises as to just where the actual projected population and employment distribution data came from. The answer to this question is that for the most part the existing zoned holding capacities of all city and suburban districts were used for these purposes.

IN EFFECT THE TRANSPORTATION PROJECTIONS OF THE DRAFT REGIONAL PLAN RELIES LARGELY UPON ZONING AND LAND USE DATA FROM FIVE OR SIX DIVERGENT REGIONAL BODIES WHICH IN MANY INSTANCES REFLECTED PLANS AND PROPOSALS DRAWN UP OVER TEN YEARS EARLIER QUITE INDEPENDENT OF REGIONAL INTERESTS.

A case in point here is Ottawa's own zoning which has in fact changed markedly subsequent to the traffic analysis and which is still changing and evolving to suit many local community needs and demands. The Ottawa Centre Town study being one such example.

Thus, not only was the data base to the transportation study founded upon regionally insensitive zoning priorities but it also failed to reflect the changing nature of these local zoning codes.

TO THE EXTENT THAT LOCAL ZONING CODES MIGHT CONFLICT WITH REGIONAL ZONING OBJECTIVES AND TO THE EXTENT THAT ONGOING CHANGES IN LOCAL ZONING HAS AN IMPACT UPON FUTURE TRANSPORTATION DEMANDS, THE REGIONAL TRANSPORTATION PLAN REFLECTS AN UNSATISFACTORY AND CONTRADICTORY PLANNING EFFORT DEVOID OF ANY RELATIONSHIP TO MEANINGFUL REGIONAL OBJECTIVES ON GROWTH OR QUALITY OF LIFE.

A further and perhaps even less rational assumption embraced by the regional plan is that in spite of the fact that the business and employment holding capacity of downtown Ottawa was calculated from Ottawa Zoning Code AZ-64 to be between 180 - 200,000 jobs, the entire projected transportation analysis in the Draft Official Plan is based upon the assumption that only 100 - 110,000 persons will eventually be employed in this CBD area. Thus the entire proposed and recommended arterial network for the Ottawa region up to the year 2000 is based upon the apparently magical assumption that only about 1/2 of the total zoned housing capacity of downtown Ottawa will be realized.

It must be made clear at this point that Action Britannia, though not necessarily in disagreement with this assumption, desires to point up the ludicrous nature of the planning assumptions used in the transportation study. Thus for example where the regional plan calls for a Western Ottawa

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3.5 UNSUPPORTABLE TRANSPORTATION ASSUMPTIONS cont.

peak roadway capacity of some 37,500 personal trips per hour, or about 40 lanes of arterial roadway by 1990 - 2000, if they had been consistent in their calculations of the future downtown Ottawa employment capacity, they might have come back to regional government politicians recommending the need for 70 to 80 future lanes of arterial roadway through the same Baseline - Ottawa River transportation corridor (see accompanying map).

THE TRANSPORTATION DRAFT PLAN IS THUS BOTH INTERNALLY INCONSISTENT IN ITS ANALYTICAL ASSUMPTIONS AS WELL AS ERRONEOUS TO THE EXTENT THAT IT HAS RECOMMENDED A FUTURE REGIONAL ROAD NETWORK BASED UPON PARAMETERS WHICH IT HAS ARBITRARILY CHOSEN AND PARAMETERS WHICH ARE BEYOND ITS PRESENT LEGAL AUTHORITY TO REGULATE OR CONTROL.

Action Britannia raises these inconsistencies in an effort to illustrate the presently unsatisfactory working bases of regional planning as well as the unjustifiable nature of regional planning assumptions presented in the Draft Regional Plan.

FUTURE TRANSPORTATION EVALUATION SHOULD BE BASED ON QUALITY OF COMMUNITY LIFE OBJECTIVES AND STANDARDS AND NOT UPON ARBITRARY ZONING STANDARDS OF DIVERSE LOCAL POLITICAL JURISDICTION.

3.6 THE IMPACTS OF CONTINUED CBD EMPLOYMENT GROWTH

As pointed out in the previous section central Ottawa (excluding central Hull) has at present a zoned holding capacity of upwards of 200,000 jobs. At present the central city is supporting about 60 - 68,000 employment positions within a fairly small central city core area. The expansion and growth of the regional district will see two primary trends related to this present urban Central Business District (CBD) condition.

First it is contemplated and anticipated in the regional draft plan that most of the region's future residential growth will occur on the outer edge of the urban area either just inside or just outside the present NCC Greenbelt.

Secondly, without any present regional zoning authority there is every reason to believe that most of the future employment growth will occur in the central core area of the Ottawa district. That is to say that current CBD employment and demands could multiply over three times its present level.

Growth will tend to concentrate in this area for two reasons. First most of the large businesses, developers and institutions hold sizeable investments in this central region and as such these groups wield considerable political clout and influence upon urban development activity. Second it is a basic tenet of large and small real estate development and investment, that it is

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3.6 THE IMPACTS OF CONTINUED CBD EMPLOYMENT GROWTH cont.

safer and more rational to build where a demand market is more assured, and where chances of captivating tenants and occupants from other landowners and businesses is greatest. This risk minimization approach is basic to a competitive capital based economy.

Acknowledging the inevitabilities of these two urban forces one might speculate upon future eventualities in the regional district.

As the Central Business District continues to expand in future years and as many of the future workers in this district will live and commute from suburban locations,

IT WILL BE INEVITABLE AND NECESSARY THAT THE FUTURE URBAN TRANSPORTATION SYSTEMS HANDLING TRAFFIC FLOWS BETWEEN THE CENTRAL CITY AND THE RESIDENTIAL OUTSKIRTS INCREASE THEIR PRESENT SIZES AND CAPACITIES TWO OR THREE FOLD.

As a way to look at this problem one could suggest that where there exists a two lane city street today between the central city and the Greenbelt, it will be more than likely that a four or six lane arterial route will have to be created tomorrow to handle the expected CBD growth.

IN EFFECT WE WILL HAVE A SITUATION WHEREBY A SERIES OF AUTOMOBILE OR TRANSPORTATION PIPELINES MUST BE DEVELOPED BY NECESSITY BETWEEN THE CENTRAL OTTAWA DISTRICT AND THE OUTER GREENBELT COMMUNITIES.

Today the Regional Government is already planning for the implementation of such pipelines (see Appendix C), the environmental (noise, pollution, congestion, safety) costs of which will be borne by all those existing and future urban residential communities lying between central Ottawa and the inner edges of the Greenbelt.

There is every likelihood that most central and off center communities in the Ottawa-Carleton Region will be bearing the environmental costs of increased downtown Ottawa growth, while the major benefits are gained by the central city landowners and entrepreneurs, and to a lesser extent by the suburban resident commuters.

A PLAN MORE IN THE PUBLIC INTEREST AND BENEFIT WOULD SEE SUBURBAN RESIDENTS ABLE TO WORK CLOSELY TO THEIR SUBURBAN HOMES, AND CENTRAL GROWTH REDUCED AND LIMITED BY STRICT LEGISLATIVE CONTROLS.

As an alternative employment growth strategy Regional Government must first place restrictions upon further CBD growth, and secondly undertake an ambitious program of supplying and coordinating infrastructure services for three or four regional employment centers, south, east and west of the city outside the Greenbelt zone.

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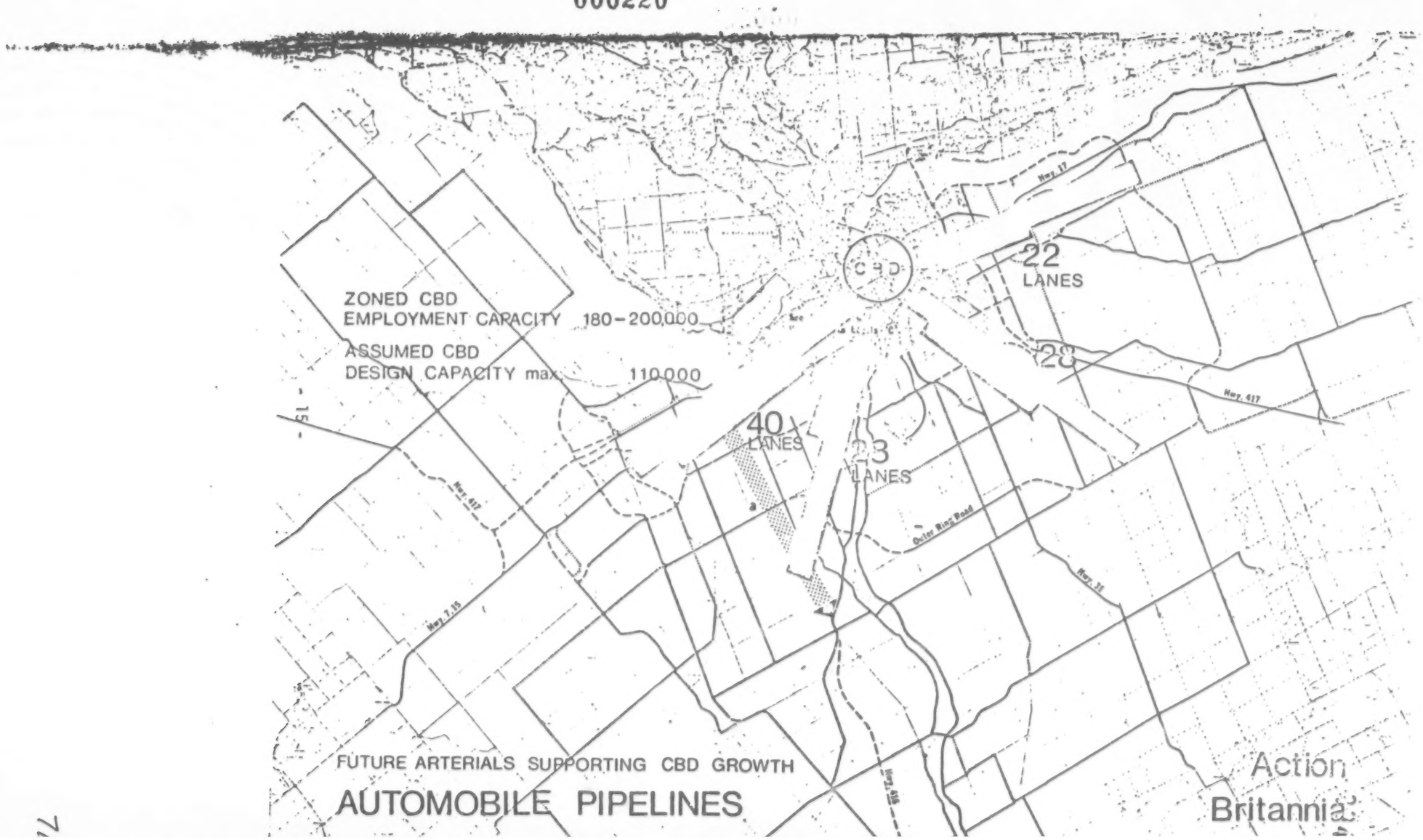
ZONED CBD
EMPLOYMENT CAPACITY 180–200,000
ASSUMED CBD
DESIGN CAPACITY max. 110,000
CBD
22
LANES
28
40
LANES
23
LANES
Hwy. 17
Hwy. 417
Outer Ring Road
Hwy. 31
Hwy. 7/15
FUTURE ARTERIALS SUPPORTING CBD GROWTH
AUTOMOBILE PIPELINES
Action
Britannia

3.6 THE IMPACTS OF CONTINUED CBD EMPLOYMENT GROWTH cont.

One of these strategies without the other would be both impractical and unworkable, due to the complex and interrelated nature of the urban real estate market.

3.7 THE SUBSIDIZATION OF THE AUTOMOBILE

Action Britannia would note at this point, that based upon some more recent studies undertaken around North America *, it has been found that significant economic subsidies are being implicitly given to support automobile travel within urban areas. That is to say, when the operating costs borne by a city regional government related to automobile travel are examined (i.e. road maintenance, police services, traffic tickets, court costs, etc.) on a benefit cost basis it is found that urban automobile users are in effect paying less (through license fees, gasoline, taxes, traffic fines, etc.) than they are receiving in total services benefits.

One estimate of the degree to which our cities are subsidizing or under-pricing automobile travel, suggests that a charge in excess of five cents per vehicle mile (5 cents/mile) would have to be levied by regional government on local automobile users in order for them to directly bear the full cost of automobile use. On this evidence Action Britannia would suggest that:

AN EXTERNAL RESEARCH STUDY SHOULD BE COMMISSIONED BY RMOC IN ORDER TO ASCERTAIN THE EXISTENCE AND EXTENT OF ANY AUTOMOBILE SUBSIDY WITHIN THE OTTAWA-CARLETON REGION.

Further, subsequent to such a study's findings:

ACTION BRITANNIA WOULD RECOMMEND THE IMPOSITION OF A REGIONAL GAS TAX OR OTHER TAX LEVY UPON AUTOMOBILE USE TO RECOVER ANY EXISTENT REGIONAL AUTOMOBILE SUBSIDY, TO BETTER ALLOW URBAN PUBLIC TRANSIT SYSTEMS TO COMPETE WITH PRIVATE VEHICULAR TRAVEL.

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4.0 THE CASE FOR BRITANNIA

The following section will undertake to describe a case study of what might be viewed as a prototypical example of the effects of heavy central urban business growth upon peripheral older residential communities.

The Britannia community districts' problems are in many instances regional to those of the Glebe, Center Town, Sandy Hill, Vanier or South Nepean in that the dominant force thrusting negative externalities upon these communities are in many instances the laissez-faire and unregulated growth of the city's Central Business District employment, together with a short term regional emphasis on automobile oriented transportation accommodation.

* Lee, Douglas (1972); The Cost of Private Automobile Usage to the City of San Francisco, Institute of Urban and Regional Development, University of California, Berkeley, Working Paper #171

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4.1 AN ILL CONCEIVED ARTERIAL ROAD

The discussion in the following six sections will analyse and discuss the social and environmental impact of the proposed Britannia Arterial Roadway which would run through Britannia Village and waterfront zones of Lake Deschenes. Action Britannia will illustrate herein the extremely ill conceived and technically unsupportable nature of this proposed roadway recommendation,as well as show the exceptionally resolute community and regional demands for withdrawal and reassessment of this community, recreation, and wild life destroying proposition.

Action Britannia has already discussed in this brief the forces behind the current draft plans recommendations for heavy future urban arterial construction. However, based upon actual regional transportation data of projected urban growth and employment location, it may be instructive to readers to see exactly how transportation decisions are made at the regional level, using the case of the proposed Britannia Arterial Roadway (see Appendix C).

First the projected growth and location of future residential populations and employment locations are somewhat weakly or arbitrarily assumed.

Secondly a number of further assumptions are made concerning the percentage of the population using public transit to and from varied sections of the city.

Third,probabilities of persons movement between any two districts in the city for various work or personal trips are assumed or extrapolated from old or available data (in this case a 1960's Deleuw Cather study).

Fourth,the data is fed into a computer to calculate the possible traffic flows, under these assumptions, between any two points in the region, or across any particular screenline between two districts.

Then this purely mechanical process, which in fact has nothing directly to do with environmental quality or stated regional urban objectives, produces an estimated traffic volume flow through an area on a person per peak hour or vehicle per peak hour basis.

TRAFFIC, ROADWAY RECOMMENDATIONS AND BACKUP DATA ARE IN EFFECT PURELY MECHANICAL ANALYSES SUBJECT TO A MULTITUDE OF INBUILT ERRORS (25 to 50%) AND BASED UPON A SERIES OF OFTEN IRRATIONAL AND UNFOUNDED ASSUMPTIONS AS TO THE LOCATION AND NATURE OF FUTURE RESIDENTIAL AND EMPLOYMENT DISTRICTS.

As such, it is impossible for politicians or planners to accept this kind of supporting evidence for roadway construction without complete and full knowledge of the often erroneous and self-fulfilling assumptions upon which the evidence is based.

4.1 AN ILL CONCEIVED ARTERIAL ROAD cont.

THUS ACTION BRITANNIA WOULD RECOMMEND THAT POLITICIANS AND GOVERNMENT DECISION MAKERS IGNORE LARGELY THESE STATISTICAL NUMBERS GAMES OF ROADWAY ENGINEERS AND DEAL MORE FULLY AND SUCCINCTLY WITH THE QUESTIONS AND ASSUMPTIONS WHICH UNDERLIE SUCH RECOMMENDATIONS. ROADWAY CONSTRUCTION DECISIONS SHOULD BE ACKNOWLEDGED AS ESSENTIALLY POLITICAL AND STATISTICAL GAMES OF TRAFFIC ANALYSTS SHOULD NOT BE ALLOWED TO CONFUSE AND OVERRIDE ESSENTIALLY POLITICAL RESPONSIBILITIES.

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From this same mechanical process of analysis, planners have projected a future peak traffic density (Appendix C) between the Ottawa River and the inner edge of the Greenbelt of 25,000 vehicles per hour. At present the major arterial routes in this zone are:

Richmond Road	2 lanes	
Carling Avenue	4 lanes	12 lanes
Queensway	4 lanes	
Baseline Road	2 lanes	

The future projected traffic flow of 25,000 vehicular per hour through this Western Ottawa Automobile Pipeline will see these roadways change as follows:

Britannia Arterial (new)	4 lanes	
Richmond Road (enlarged)	4 lanes	
Carling Avenue (enlarged)	6 lanes	
Queensway (enlarged)	6 lanes	40 lanes
Baseline Road (enlarged)	6 lanes	(25,000 vehicle/hour)
Knoxdale Arterial (new)	6 lanes	
Possible Additional Road (new)	4 lanes	
Possible Additional Road (new)	4 lanes	

This is in effect the outcome of the computer analysis devoid of any relationship to lofty regional growth objectives in Part I of the draft. Thus initially devoid of any environmental quality evaluations. Devoid of any relationship to historical or natural attribute of districts. Devoid of any relationship to regional recreation or a multitude of other areas of social concern. In effect this is planning, which weighs the general public interest as an irrelevant or secondary regional government concern.

EVEN IGNORING THE VERACITY OF THESE UNFORTUNATE TRANSPORTATION PROJECTION EXERCISES, IT BECOMES APPARENT THAT AS UNDERTAKEN THEY WILL SELDOM PROVE INCORRECT BECAUSE, WHERE WE PROVIDE THE CAPACITY FOR GROWTH, GROWTH WILL OCCUR IN A WONDERFULLY SELF-FULFILLING MANNER WHICH CREATES UNQUESTIONING BUT ILL FOUNDED FAITH IN BOTH THE COMPUTER'S AND TRANSPORTATION PLANNER'S CLAIRVOYANCE AND IMPORTANCE.

It would seem however that we do indeed design our future, in spite of ourselves. All we must do now is recognize this fact, and bring these design controls into the forefront of community and regional political decision making.

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4.1 AN ILL CONCEIVED ARTERIAL ROAD cont.

Going back to first principles and recognizing the inherent political nature of transportation decisions, the hitherto unevaluated parameters and repercussions of the proposed Britannia Arterial Roadway will now be dealt with.

4.1.1 SEVERING AN HISTORIC RESIDENTIAL COMMUNITY

With reference to the early history and growth of the Britannia community set out in Appendix A perhaps the most apparent conflict of the proposed arterial is its destructive thrust through the center of the Britannia community. The resultant community barrier would effectively divide and destroy existing pedestrian movement within the district and create a dangerous and unsafe condition which would seriously hinder children, senior citizens, and others moving about the residential zone.

The recent Pinecrest Queensway community plan has designated the existing local commercial district around Britannia road and the NCC cycle path as a permanent feature of the district. This small shopping zone would be effectively destroyed with the construction of the arterial and daily use of these local shops would be permanently impaired.

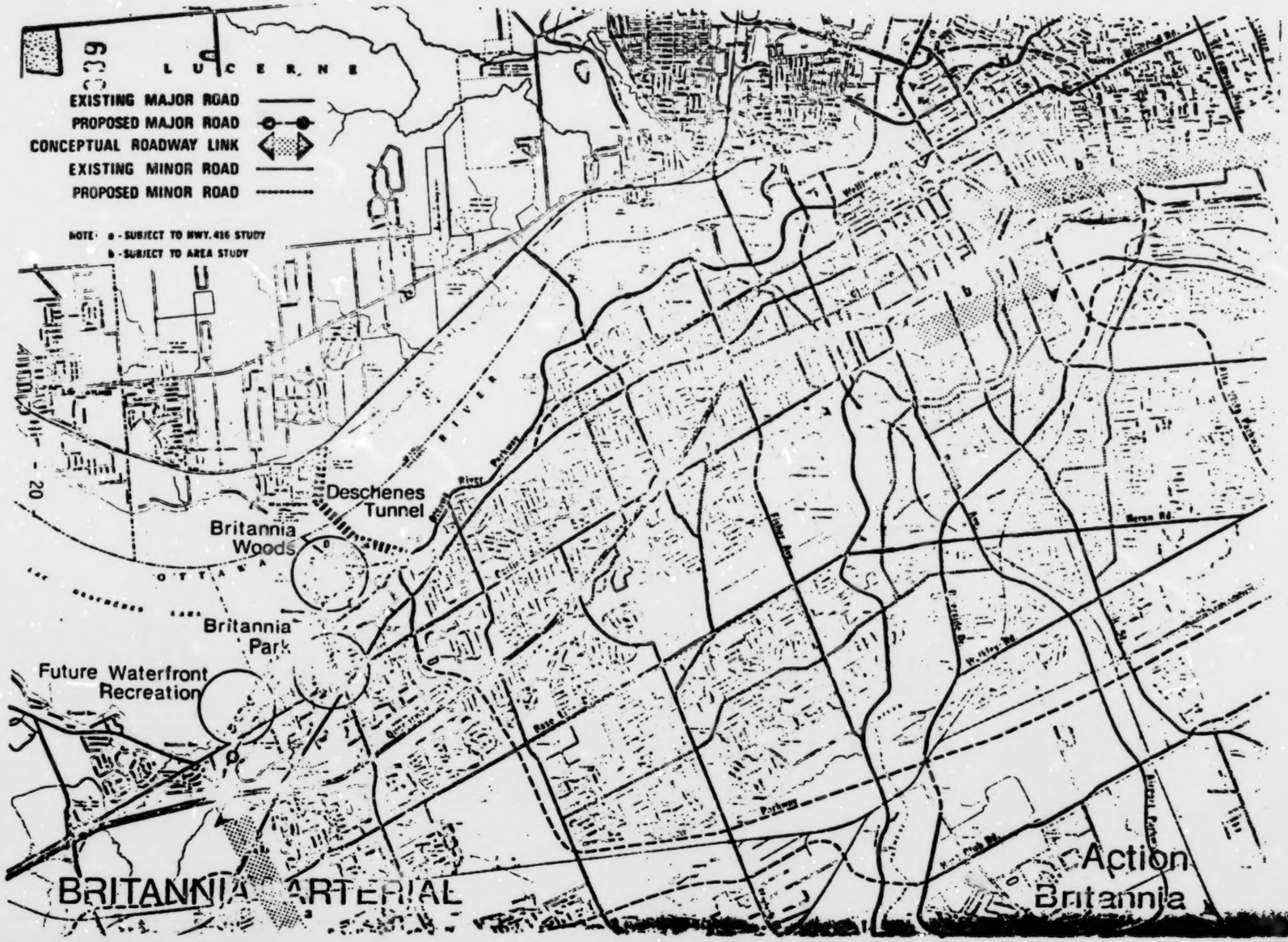
THE ACTION BRITANNIA SUPPORTERS VEHEMENTLY REJECT THE CONCEPT OF THE BRITANNIA ARTERIAL ROADWAY PROPOSAL DUE TO THE IRREDEEMABLE DAMAGE IT WOULD CREATE BY PASSING THROUGH THE CENTRAL DISTRICT OF THIS OLD OTTAWA RESIDENTIAL AREA.

4.1.2 BRITANNIA WOODS NATURE AND WILDLIFE AREA

Over the last 10 years poor NCC ecological management of the important regional sanctuary and nature area of Britannia Woods has threatened its survival. The proposed arterial road is scheduled to run (see map) through the southern edge of this important regional resource, and if permitted would sound the death knell of this valuable regional resource.

It is useful to note at this point that the regional draft plan has insinuated (plan 2.4 page 2-11) that a management program for conservation and recreation areas will be developed in detail at a later date. Yet today it is recommending within the transportation section of the plan that some important conservation and recreation areas be consumed and destroyed prior to the undertaking of such a study. The priorities again seem imbalanced.

In establishing the regional importance of the Britannia Woods conservation area and the destructive impacts that an arterial roadway would have upon it, Action Britannia has enlisted the local support of both local, regional, and national conservation groups (see Appendix E). These groups include The National and Provincial Parks Association of Canada, The Canadian Nature Federation, The Ottawa Field-Naturalist Club, The Nature Conservancy of Canada, etc., all advocate the need for protection and preservation of the Britannia Woods conservation zone and the elimination of the Britannia Arterial proposal.


LUCERNE
EXISTING MAJOR ROAD
PROPOSED MAJOR ROAD
CONCEPTUAL ROADWAY LINK
EXISTING MINOR ROAD
PROPOSED MINOR ROAD
NOTE: a - SUBJECT TO HWY. 416 STUDY
b - SUBJECT TO AREA STUDY
Deschenes Tunnel
Britannia Woods
Britannia Park
Future Waterfront Recreation
OTTAWA
RIVER
BRITANNIA ARTERIAL
Action Britannia

4.1.2 BRITANNIA WOODS NATURE AND WILDLIFE AREA cont.

ACTION BRITANNIA HAS ENLISTED LOCAL, REGIONAL, AND NATIONAL SUPPORT WHICH ADVOCATES THE ELIMINATION OF THE BRITANNIA ARTERIAL PROPOSAL DUE TO ITS DESTRUCTION OF THE BRITANNIA WOODS NATURE AND WILDLIFE AREA.

These woods are also used by both local and regional schools for class outings and nature studies as is documented in institutional letters of protection and support.

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4.1.3 BRITANNIA PARK RECREATION AREA AND COMMUNITY CENTER

In 1967, under executive order (see Appendix B) of the mayor, city by-law no. 196-67 dedicated and preserved the lands and waterfront recreation center known as Britannia Park for purely parks and recreation use. Over the years this west Ottawa recreation district has played an important role in Ottawas history (Appendix A). In recognition of this fact,as well as future regional recreation needs,the 1967 dedication proved an enlightened local government undertaking.

Today an ambitious new concept plan for the Britannia Park area is being formulated by both the city of Ottawa and regional communities. This plan now under study would be irreparably damaged by either the suggestion or undertaking of such a transportation corridor as the proposed Britannia Arterial Roadway.

The proposed arterial would irreparably affect the future of the park in three primary ways: First such a roadway would create a tremendously disruptive physical barrier to pedestrian flow and access from the rear park land to the Ottawa River waterfront facilities of Britannia beach. Secondly,the proposed roadway would consume some of the most valuable recreational lands in the park which lie adjacent to the existing community center and waterfront areas. Thirdly, the existence of any roadway through the central park area would create untenable noise and exhaust emmission pollution in an area designated for health, exercise and community relaxation pursuits. It seems untenable that such contradictions would be outweighed by any automobile oriented civic objectives.

Further, Action Britannia has enlisted the full support and endorsement of the 600 member Ottawa West Tennis Club, which is situated in the Britannia Park district. This club which draws membership from a broad variety of Ottawa-Carleton community districtsis adamant in their rejection of any such proposed roadway and is fully supportive of the Action Britannia.

ACTION BRITANNIA ECHOES LOCAL AND REGIONAL SUPPORT FOR ITS DEMANDS TO ELIMINATE THE ILL CONCEIVED BRITANNIA ARTERIAL ROADWAY, ON THE GROUNDS OF THE IRREPARABLE DAMAGE SUCH A ROADWAY WOULD DO TO THE REGIONAL PARKS AND WATERFRONT RECREATION AREA OF HISTORIC BRITANNIA PARK.

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4.1.4 WEST BRITANNIA BAY FUTURE WATERFRONT RECREATION AREA

There is very little question today that the regional need to protect existing waterfront and recreation access to the Rideau, Gatineau and Ottawa Rivers is amongst the most important functions of regional governments in both Ontario and Quebec. The protection and provision of waterfront zones is an assurance of the continued welfare of future generations and as such few issues in regional policy planning can claim higher priority.

Over the last 15 years in Ottawa the National Capital Commission has consumed a good deal of the regional waterfront lands in a partial glorification of the automobile and vehicular travel in general. Today the public is increasingly demanding that government should be attempting to give higher priority to other transportation systems, such as cycling, hiking, and general pedestrian needs. Continued consumption of our previous waterfront lands with automobile oriented facilities is not in the best public interest in light of these other demands.

In the case of the proposed Britannia Arterial Roadway it is apparent that the pedestrian, hiker and cyclist again would become the net social loser or pawns of the dominant automobile interests. The proposed Britannia Arterial right of way is at present an attractive and unhindered pedestrian and cycle path which would be severely impaired by roadway construction. Further, the proposed arterial right of way is at present an integral part of the recently established Rideau Trail connecting Ottawa and Kingston on a historic cross country hiking route. The realization of the arterial itself would eliminate and destroy for the most part the Ottawa section of this trail between the Ottawa River Parkway and Acres Road.

ACTION BRITANNIA AND REGIONAL INTERESTS REJECT THE BRITANNIA ARTERIAL CONCEPT ON THE GROUNDS THAT IT WOULD DETERIORATE AND DESTROY THE EXISTING WESTERN WATERFRONT CYCLING AND HISTORIC RIDEAU TRAIL HIKING ROUTE.

Beyond these initial objectives however, there exists another far more serious implication from the proposed Britannia Arterial Roadway. The west Ottawa population growth has been amongst the highest in the Ottawa-Carleton region over the past 5 years. Large infrastructure inputs of highrise residential accommodation have been implicit to this growth, creating an increased population base. For this group, the future demands for regional parks and recreation facilities will become paramount within the next 5 years.

The regional government will be shortly pressed to ameliorate all western Ottawa recreation and parks facilities once high density apartment dwellers have sufficiently mobilized and vocalized their community demands. In light of these projected demands it seems untenable that regional government undertake such a roadway as the Britannia Arterial since some of the most valuable future waterfront land in the region would be thus firmly and irreversibly precluded from future use. In question here is over a mile section of Ottawa River frontage west of the present Britannia Park area. In effect any construction of a roadway in this area, besides creating noise and environmental destruction, would definitively contradict the present and future public interest of the regional municipality.

4.1.4 WEST BRITANNIA BAY FUTURE WATERFRONT RECREATION AREA cont.

ACTION BRITANNIA AND WIDE REGIONAL SUPPORTERS STRONGLY REJECT THE BRITANNIA ARTERIAL ROADWAY AS DIRECTLY CONTRADICTORY TO THE REGIONAL PUBLIC INTEREST, DUE TO ITS NECESSITY TO CONSUME AND DESTROY IRREPLACEABLE OTTAWA RIVER WATERFRONT RECREATION LANDS WEST OF BRITANNIA PARK.

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The Britannia Arterial proposal is further contradictory to the public interest on the grounds that such a roadway would specifically and generally impair public movement and access to present and future Ottawa River public recreation zones.

4.1.5 THE BRITANNIA ARTERIAL AND ENVIRONMENTAL POLLUTION

The proposed Britannia Arterial route is further deemed an ill conceived proposal on a number of important environmental grounds.

First, the generation of vehicular air pollution from both automobile and heavy trucking traffic would tend to create high levels of noxious and toxic pollutants which would impair the health of the thousands of children and daily users of recreation facilities and wildlife areas in the western Ottawa district. The generation of such pollutants would also have particularly harmful impacts upon naturally occurringflora and fauna in the park and wildlife zone.

Secondly, the construction of a roadway facility adjacent to an Ottawa River waterfront district would generate increased tendencies to Ottawa River pollution due to the destruction of natural filtering surfaces and flora adjacent to the riverfront region. Too often today we forget the importance of shoreline land as a natural pollution control agent and filtering device in our environment. Ashphalt and roadways adjacent to the Ottawa River, together with more sterile landscaping and landfill will irredeemably impair the anti-pollution function of our natural shorelines.

Thirdly, and perhaps most important, is the noise pollution problem which would be created by such an urban arterial roadway through this pastoral recreation zone. Action Britannia on the basis of preliminary studies and with some assistance from the National Research Council would suggest the following noise pollution problems. Based upon the nature of the roadway and its vehicular type and capacity it is likely that adjacent neighbourhood and recreation and noise levels would reach 50-60 db within a quarter mile of the roadway. This noise pollution level would be and is totally unacceptable by all current standards.

Probably more important are the likely noise problems that would be created around the perimeter of the adjacent Lake Deschenes. Based upon noise pollution studies done in Denmark in 1968 (Appendix F) and due to the special problems of noise reduction over water, it is estimated by Action Britannia that under certain yearly conditions, the proposed Britannia arterial (and the proposed Deschenes crossing) would generate noise levels of 40-50 db around the entire perimeter of the Ottawa River at this point of widening. This noise level problem would mean that Ottawa would be generating an intolerable environmental noise problem upon all shoreline communities around and across Lake Deschenes even to the Quebec side of the Ottawa River.

4.1.5 THE BRITANNIA ARTERIAL AND ENVIRONMENTAL POLLUTION cont.

To date no serious attention has been given to noise pollution problems from roadways adjacent to water bodies, but as such efforts appear the Britannia Arterial proposal will be subject to increased accusations of public externalities and environmental deterioration.

ACTION BRITANNIA FIRMLY REJECTS THE PROPOSED BRITANNIA ARTERIAL ROADWAY PROPOSAL ON THE GROUNDS THAT WATERFRONT POLLUTION, NEIGHBOURHOOD AND RECREATIONAL ZONE NOISE POLLUTION, AND LAKE DESCHENES PERIPHERAL NOISE POLLUTION RESULTANT FROM SUCH A VEHICULAR ROUTE WOULD IRREVERSIBLY DAMAGE THE QUALITY OF LIFE IN THE REGIONAL DISTRICT AS WELL AS VIOLATE THE BEST PUBLIC INTEREST.

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4.2 A SAMPLE SURVEY OF COMMUNITY SUPPORT

In addition to the broad support from local citizens and friends, Action Britannia undertook to poll a sample of the entire community and district on the questions raised within this brief. The results and nature of this opinion poll sample are presented in Appendix D.

In summary all persons 18 years and over in the community were deemed eligible to express an opinion on the issues in question. Polling was conducted over a one week period by Action Britannia supporters and the poll was undertaken on a personal interview basis. Proof of support of the positions taken by Action Britannia were registered by the receipt of signatures and addresses of the supporting citizens.

Based upon the 1972 voters list for the Action Britannia community area a sample of over 1/3 of total eligible residents was made. Over a thousand persons recorded their opinions in that sample survey.

Based upon the polling results of all persons of voting age in the Action Britannia community area over 98% of those persons polled registered full and strong agreement with the positions taken by Action Britannia on the Britannia Arterial question.

4.3 A SAMPLE SURVEY OF REGIONAL SUPPORT

In an effort to enlist regional and national support for the positions of Action Britannia vis-a-vis the preservation of the Britannia Woods, Nature and Wildlife Area, The Britannia Park Recreation Area and the Western Waterfront future recreation district, and the subsequent rejection of the Britannia Arterial concept a number of agencies and bodies recorded broad support.

A partial listing of major regional supporters for Action Britannia position pledged to date are the following groups, agencies, and public bodies (see Appendix E).

4.3 A SAMPLE SURVEY OF REGIONAL SUPPORT cont.

THE NATIONAL AND PROVINCIAL PARKS ASSOCIATION OF CANADA

THE CANADIAN NATURE FEDERATION

REGINA SCHOOL

GRANT SCHOOL

THE OTTAWA FIELD NATURALIST CLUB

THE NATURE CONSERVANCY OF CANADA

THE WEST OTTAWA TENNIS CLUB

Many other regional groups and associations have expressed interest in the efforts of Action Britannia to date and will align themselves against any continuing RMOC effort to implement such poorly considered regional transportation proposals as the Britannia Arterial Roadway.

MANY REGIONAL GROUPS HAVE FURTHER EXPRESSED CONCERN AND INTEREST IN A RENEGOTIATED AND RECONSIDERED SOLUTION TO THE CROSSING OF THE OTTAWA RIVER AT DESCHENES AS IT AFFECTS THE FUTURE AND LIFE QUALITY OF THIS WESTERN OTTAWA RECREATION AND WILDLIFE DISTRICT.

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4.4 HIGHWAY 416

Action Britannia has prepared for public consumption a related community position paper entitled;

HIGHWAY 416 - A POSITION PAPER AND BRIEF ON PROPOSED HIGHWAY 416 ALTERNATIVE LOCATION AND IMPACTS.

This paper evaluated the three proposed solutions to the proposed Highway 416 question as they affect the community and residents north of the Ottawa Queensway. This report rejects the three proposed solution alternatives and generates a fourth proposed solution deemed more in the public interest of other communities as well as those in the Action Britannia area.

Below is an abstract of that "Highway 416" brief.

1. Highway 416 alternative schemes B and C terminating at Acres Road and the Western Greenbelt respectively are unacceptable to the authoring communities.

2. Scheme A terminating at the Western Parkway though not as unsatisfactory as the other two, is nevertheless unacceptable in its present routing through the important ecological area of Pinhey Woods.

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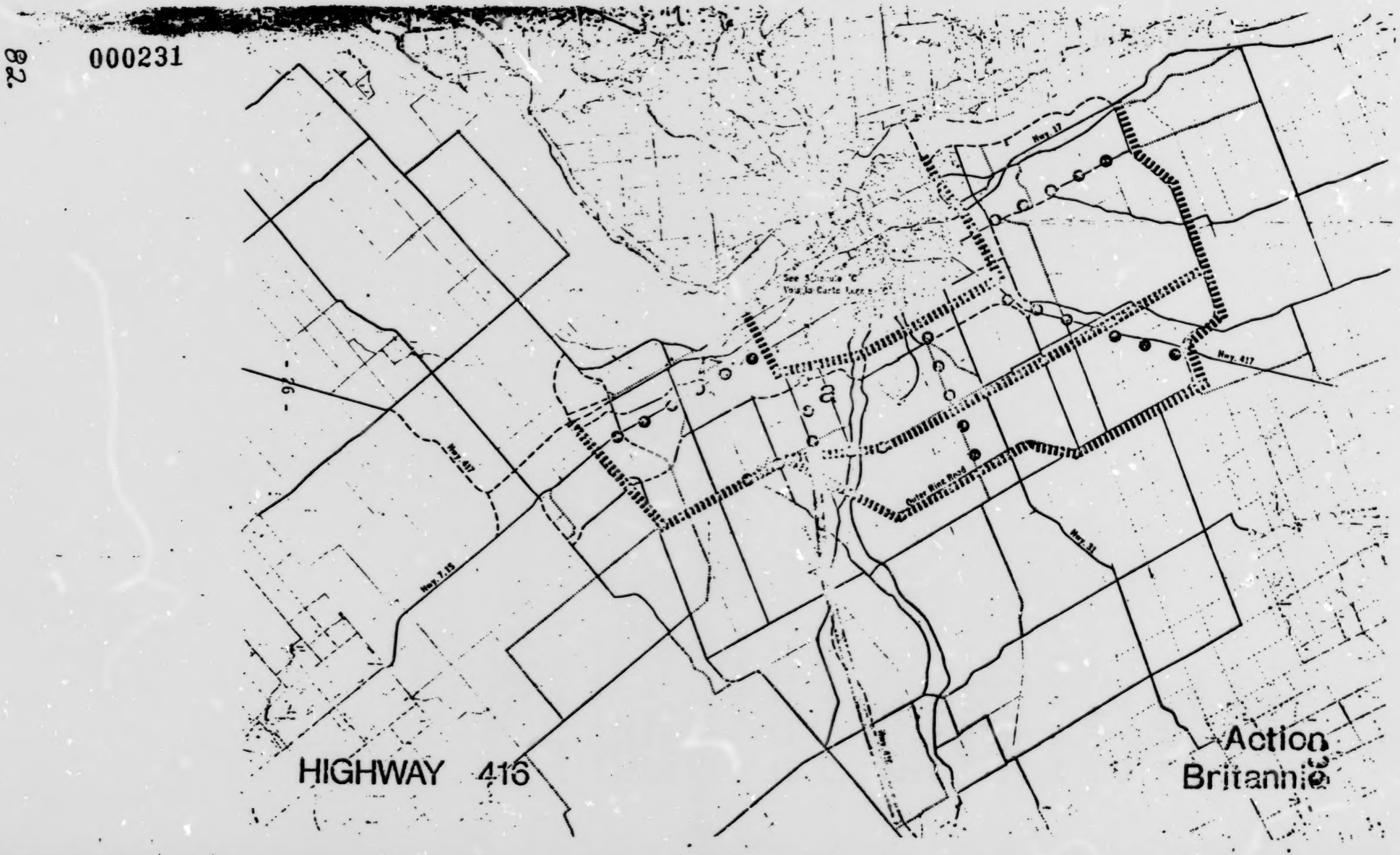
Hwy. 17
Hwy. 417
Outer Belt Road
Hwy. 31
Hwy. 7-15
Hwy. 417
HIGHWAY 416
Action
Britannia

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4.4 HIGHWAY 416

3. Highway 416 can best serve the population of the Ottawa-Carleton region by terminating south of the city near the intersection of Woodroffe Avenue and Fallowfield Road with improved distributor connections to such north-south arterials as Fisher Avenue, Merivale Road, Woodroffe Avenue, Greenbank Road and Cedarview Road.

5.0 CONCLUSIONS AND RECOMMENDATIONS

This final section will briefly attempt to summarize the evaluations and criticisms raised concerning the proposed Draft Regional Plan, as well as set out a series of Action Britannia recommendations, directed at improving the metropolitan planning process and most importantly the quality of life in the Regional Municipality of Ottawa-Carleton.

The conclusions and recommendations will be dealt with under two primary headings: General Regional Planning and Transportation Planning.

5.1 GENERAL REGIONAL PLANNING

5.1.1 REGIONAL CONTROL OF LAND USE

As pointed out early in the study the RMOC is currently developing plans for a regional district within which it has no control and regulation of zoning or land uses. There exist both advantages and disadvantages to the shifting of such control from local jurisdictions to regional bodies. If for instance regional government is heavily biased towards old style engineering projection of transportation demand in order to rationalize major highway and arterial construction, it is unlikely that giving more powers to regional government planning will do anything to thwart their rationalizations. Rather, it might just give regional planners more power to thrust centralized employment, automobile-dependent solutions at the community.

However, if a benevolent or enlightened planning body can be assumed, the opportunity for developing a more equitable and satisfactory urban environment might be more realizable where commercial land use controls rest with the region. In effect the regional control of such land use is a necessary condition for the improvement of the quality of life of our urban region, but it is not itself a sufficient condition for same. That is to say the centralizing of this power will not guarantee the evolution of a higher urban life quality for this would depend upon the way such a potentially powerful planning tool was used.

5.1.1 REGIONAL CONTROL OF LAND USE cont.

However, in spite of possible shortcomings or such a change,

ACTION BRITANNIA SUPPORTS THE SHIFTING OF REGIONAL LAND USE AND ZONING CONTROLS OF LOCAL MUNICIPALITIES TO THE REGIONAL GOVERNMENT.

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5.1.2 FREEZING AND LIMITING CBD EMPLOYMENT GROWTH

As a first major step to reducing the complex web of regional quality of life deterioration problems, created by a high growth of employment in Ottawa's central business district, Action Britannia recommends the establishment of a central Ottawa employment ceiling of 80,000 persons, or a restriction of central urban development to a height limit of 45 feet as one method of realizing this employment goal.

THE SPATIAL REDISTRIBUTION OF EMPLOYMENT OPPORTUNITIES FROM CENTRAL OTTAWA SHOULD BE A HIGH PRIORITY ISSUE IN REGIONAL PLANNING OBJECTIVES SINCE IT IS ONLY IN THIS WAY THAT TRENDS TOWARDS INCREASED HIGH CAPACITY URBAN ROADWAY CONSTRUCTION THROUGH CENTER TOWN, GLEBE, SANDY HILL, WEST OTTAWA, ETC. WILL BE REDUCED TO MANAGEABLE LEVELS CONSISTENT WITH NEW QUALITY OF LIFE STANDARDS FOR URBAN RESIDENTIAL COMMUNITIES.

ACTION BRITANNIA RECOMMENDS IMMEDIATE REGIONAL GOVERNMENT ACTION TO DOWN ZONE THE CENTRAL OTTAWA BUSINESS DISTRICT TO AN ULTIMATE EMPLOYMENT HOLDING CAPACITY OF 80,000 PERSONS.

5.1.3 CREATION OF REGIONAL EMPLOYMENT CENTERS

The applications of regional land use controls to control the central city employment levels is itself insufficient for managing urban growth as long as a fairly open private investment market for offices and secondary industry development exists. It is in light of this fact that Action Britannia recommends the creation of three or four major outer Greenbelt employment centers of a highly accessible nature to future residential population.

Three or four major centers dispersed just outside the NCC Greenbelt each having a holding capacity of up to 40,000 jobs would provide the basic building blocks for a future regional employment and transportation structure.

Regional government through land use controls, public utilities provision, and transportation incentives, would thus establish a two pronged attack on the heavy concentration of current urban employment growth which if left unchecked would serve to destroy much of the life quality in most inner Greenbelt residential zones.

5.1.3 CREATION OF REGIONAL EMPLOYMENT CENTERS cont.

ACTION BRITANNIA RECOMMENDS THE CREATION OF THREE OR FOUR HIGHLY ACCESSIBLE AND WELL SERVICED REGIONAL EMPLOYMENT NODES OF 40,000 JOBS EACH, OUTSIDE THE GREENBELT ZONE, IN ORDER TO DEVELOP A MANAGED PROGRAM OF REGIONAL EMPLOYMENT DISTRIBUTION AND LIFE QUALITY PRESERVATION.

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5.1.4 EMPLOYMENT CO-ORDINATION WITH FEDERAL GOVERNMENT

As the major employer in the Ottawa-Carleton regional district, the Federal Government must be approached and encouraged to develop employment plans in the best interest of the regional community. Any land use program for employment which did not have the approval of the Federal Government would in effect be useless. For this reason co-ordination of regional planning objectives with DPW and NCC would be a necessity. The spatial objectives of regional government would have to remain inviolable, but accommodation of varying federal interests within a particular spatial framework could be equitably facilitated.

ACTION BRITANNIA RECOMMENDS THE CREATION OF A SPECIAL DPW-NCC AND REGIONAL GOVERNMENT CO-ORDINATION BODY WHICH WOULD ACT TO INFORM ALL FEDERAL GOVERNMENT BODIES OR REGIONAL OBJECTIVES AS WELL AS ACTING TO MEDIATE FEDERAL PLANNING AIMS.

PROVINCIAL - FEDERAL LEGISLATION TO ENSURE FEDERAL CONFORMITY TO REGIONAL LAND USE AND EMPLOYMENT OBJECTIVES MIGHT BE SOUGHT.

Conflict between Federal and RMOC employment and construction policies in the central Ottawa urban area should be exposed and resolved by negotiation and increased interagency information flow.

5.2 REGIONAL TRANSPORTATION PLANNING

5.2.1 FUTURE REGIONAL TRANSPORTATION PROGRAMS DESIGNED AROUND COMMUNITY RESIDENTIAL LIFE QUALITY STANDARDS

Action Britannia suggests that only when regional planning authorities have adopted and accepted a firm set of community residential life quality standards which are fully respected by urban growth and transportation proposals, will a meaningful regional planning process be possible. In effect the regional transportation plan must proceed from a more enlightened understanding of regional residential community values.

The present rather awkward and mindless approach to growth accommodation can be best changed by regional transportation programs which embrace integrally environmental and life quality objectives. The proposed Draft Regional Plan on transportation has initially failed totally to weigh costs and impacts of environmental change in its analytical approach. Rather the Draft Regional

5.2.1 FUTURE REGIONAL TRANSPORTATION PROGRAMS DESIGNED AROUND COMMUNITY RESIDENTIAL LIFE QUALITY STANDARDS cont.

Plan seems to say that first we decide where to build the roads and transportation corridors, and then, and only then if at all, do we look at environmental impacts of the detailed implementation proposals.

IN EFFECT, AS CURRENTLY UNDERTAKEN, REGIONAL TRANSPORTATION PLANNING DOES NOT EXPLICITLY WEIGH LIFE QUALITY AND ENVIRONMENTAL IMPACTS OF ROADWAY CONSTRUCTION IN INITIAL EVALUATIONS OF URBAN MOVEMENT SYSTEM PLANNING.

There is one major way to rectify this situation and this would be to have the RMOC create and adopt minimum acceptable environmental standards within its residential communities. Such standards would then form the basis of future urban transportation proposals and evaluations prior to or simultaneously with potential user demand studies. Action Britannia feels that the proposed Britannia Arterial Roadway would never have been logically proposed under such conditions.

ACTION BRITANNIA SUPPORTS THE CREATION OF A SET OF REGIONAL LIFE QUALITY STANDARDS RELATED TO NOISE AND AIR POLLUTION, COMMUNITY INTEGRITY AND SAFETY, PUBLIC OPEN SPACE PRESERVATION, AND OTHER SOCIAL AND ENVIRONMENTAL QUALITIES, WHICH MUST BE EVALUATED SIMULTANEOUSLY OR PRIOR TO ANY REGIONAL DESIGN OF ROADWAY TRANSPORTATION SYSTEMS.

5.2.2 ELIMINATING ANY REGIONAL SUBSIDIES TO AUTOMOBILE TRAVEL

In light of recent studies around North America related to the costs and benefits of automobile transportation to regional governments, Action Britannia recommends that an early commission be granted by the Regional Municipality of Ottawa-Carleton to a qualified institution or consultant group, to evaluate the existence or non-existence of a municipal subsidy to the automobile.

Subsequent to such a study, if the findings show that the automobile is not paying its own way, Action Britannia would recommend the implementation of an additional gasoline tax in order to bring actual automobile costs better in line with total automobile benefits.

THUS, ACTION BRITANNIA SUPPORT THE UNDERTAKING OF A REGIONAL COST-BENEFIT STUDY OF GOVERNMENTAL EXPENDITURES AND REVENUES RELATED TO THE AUTOMOBILE. WHERE SUCH A STUDY ILLUSTRATES AN EXCESS OF AUTOMOBILE BENEFITS OVER COSTS IN THE OPERATING EXPENDITURE BUDGET OF GOVERNMENT, THE IMPOSITION OF A REGIONAL GAS TAX IS RECOMMENDED IN CONCERT WITH THE PROVINCIAL GOVERNMENT OF ONTARIO AND QUEBEC.

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5.2.3 THE INTEGRATION OF REGIONAL TRANSPORTATION BODIES

A classic economic externality argument is illustrated in the case of the upriver fish canning factory and the downriver fishing industry, where pollution from the former industry destroys the productivity of the latter and finally of them both. This illustration offers us an interesting analogy for our approach to regional atuomobile and public transit organization. In the example cited, one of the economic solutions to the externalities problem between the two industries is to force their amalgamation into a single industrial unit, thus making it necessary for the new body to consider total costs benefit of production, where particular costs formerly lay outside its immediate concern.

The public interest in urban transportation has this same type of externality problems whereby agencies for roadway planning and public transit operation exist as separate and often unrelated bodies. If the public transit agency is losing money in its operations, the roadway planners might tend to cite the inherent inefficiency of public transit and subsequently adopt a policy of extensive roadway development, or worse still inefficient public transit development.

Interdependency problems creating unwanted externalities are inherent today in our transportation planning effort. The increase in roadway construction in the urban region undertaken by a separate planning agency has a negative and detrimental impact upon the numbers of individuals choosing to use public transit. Further, the reduction of public transit demand reduces the subsequent quality of transit, etcetera, etcetera.

ACTION BRITANNIA PROPOSES THAT ONE METHOD BY WHICH REGIONAL TRANSPORTATION PLANS WILL BETTER SERVE THE PUBLIC INTEREST IS THROUGH THE FULL AMALGAMATION OF PUBLIC TRANSIT AND TRAFFIC PLANNING AND OPERATING AGENCIES INTO A SUPER REGIONAL AGENCY FOR TRANSPORTATION DEVELOPMENT.

5.2.4 THE CREATION OF SPECIAL URBAN TRANSIT RIGHTS OF WAY

With some agreement that the objectives of urban public transit are to provide a faster, higher quality service in order to attract a larger proportion of the commuting population, regional transportation planning thrusts should be more fully exploring alternative transportation technologies to the expensive and life quality deteriorating mass transit systems such as exist in Toronto or New York.

Remembering that simply higher capacity transportation systems which attempt to overcome the congestion ghost, like Don Quixote fighting windmills, should not be the prime objective of planning effort.

It is then possible to suggest a series of more commensurate and efficient transportation networks. One such network, which is possibly the most viable system presently available to us, is the Urban Bus right of way system. Such a system would see the creation of specially designated Urban Bus lanes on all

5.2.4 THE CREATION OF SPECIAL URBAN BUS TRANSIT LANES cont.

major regional arterial routes. Such right of ways would be planned for the exclusive use of public transit and could run adjacent to or internally with existing roadways.

Together with an Action Britannia proposal to limit all future urban roadway size to a maximum of 4 traffic lanes, it would be possible in the case of right of ways to create one additional special lane in each direction in order to compete more equitably and effectively with the automobile option.

ACTION BRITANNIA PROPOSES THE CREATION OF A TRANSPORTATION MASTER PLAN FOR DESIGNATION AND DEVELOPMENT OF A REGIONAL SPECIAL BUS LANE TRANSPORTATION NETWORK FORMING A HIGHLY ACCESSIBLE URBAN BUS TRANSPORTATION GRID OVER THE OTTAWA-CARLETON METROPOLITAN REGION FOR THE EXCLUSIVE AND SOLE USE OF PUBLIC TRANSIT.

In addition the provision of high quality heated and furnished urban public transit mini depots at 1 mile intervals along this transportation grid would assist the waiting and overall public transit attractiveness to thousands of potential users.

Parking provisions and pick up and drop off facilities at these mini depots would also be desirable.

The upgrading of equipment and a more generous allocation of seating space, with carpeting and richer interior design and other commuter services would also open up such a system to increased user populations.

The adoption of such an approach to an urban public transit system would be a unique effort in North America and provide a model for other urban centers. Such a system would also be more flexible and capable of further amelioration and upgrading over time as transportation technologies and perspectives evolved.

WITH THE PROPER PLANNING APPROACHES AND A HIGH DEGREE OF POLITICAL INSIGHT THE OTTAWA-CARLETON REGION MIGHT DEVELOP A MODEL APPROACH TO URBAN TRANSPORTATION PROVISION IN NORTH AMERICA. THE REGION COULD BE ON THE THRESHOLD OF REALIZING SUCH A PLAN IF CURRENT TRANSPORTATION THRUSTS ARE REASSESSED AND SLIGHTLY RE-ORIENTED.

5.2.5 LIMITING THE SIZE OF AUTOMOBILE ARTERIALS

The dual problem to that of improving the public transportation network is of course that of regulating and controlling the future capacities of private automobile roadways. To pursue one course without controlling the other would certainly lead to a failure of the system. In recognition of this fact, Action Britannia suggests that regional legislation be adopted with respect to regulating the size and extent of future Ottawa-Carleton roadways and arterial routes. To this end we would suggest that a design standard be adopted by the

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5.2.5 LIMITING THE SIZE OF AUTOMOBILE ARTERIALS cont.

political jurisdiction whereby in-city roadway sizes be strictly controlled and limited to four lane total, two way systems at a minimum of 300 foot intervals between such arterial roads.

Such an urban development standard would not only be of immense importance to the encouragement of public transit, but would also promote the improvement and upgrading of the urban physical environment and life quality.

As a further assist to public transit such a standard could be modified in the cases where special provision is made for public transit Urban Bus rights of way. Thus a total of 6 lanes might be permitted under these special circumstances.

ACTION BRITANNIA RECOMMENDS THE ADOPTION OF A REGIONAL MAXIMUM STANDARD OF ROADWAY SIZES OF 4 VEHICLE LANES (2 IN EACH DIRECTION) AT MINIMUM INTERVALS OF 300 FEET IN THE OTTAWA-CARLETON REGION, WITH PROVISION FOR EXPANSION TO SIX LANE ROUTES, WHERE NOT ENVIRONMENTALLY DESTRUCTIVE AND ARE DESIGNATED AS SPECIAL URBAN BUS RIGHT OF WAYS.

5.2.6 THE INVESTIGATION OF A DESCHENES CROSSING TUNNEL

Due to the extremely vulnerable wildlife and nature areas of Britannia Woods which comprise a valuable regional resource and educational sanctum, Action Britannia proposes that the future Deschenes Crossing be fully evaluated as an underground or partially underground tunnel structure. The ground structure and water depth characteristic of the district could satisfactorily lend themselves to such a proposition, and the important elimination of potentially irreparable noise pollution problems from a bridge around the perimeter of Lake Deschenes would be facilitated.

Action Britannia further requests formal and early consultation with any regional planning boards undertaking feasibility studies of the Deschenes Crossing proposal. The importance to Action Britannia of properly designing such a crossing is paramount, and viewed as the only satisfactory way to avoid serious environmental problems.

In order to eliminate the necessity for the destruction of Britannia Woods Action Britannia further proposes that the path of the future Deschenes Crossing pass north of the Ottawa West Filtration Plant along the shoreline of the river and thereafter arc across the rapids well east of their narrowest point. Such a crossing route would assure minimum environmental destruction, as well as minimize noise pollution from any form of adopted crossing solution.

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5.2.6 THE INVESTIGATION OF A DESCHENES CROSSING TUNNEL cont.

ACTION BRITANNIA PROPOSES THE INVESTIGATION OF A DESCHENES CROSSING TUNNEL COMPLEX PASSING NORTH OF THE OTTAWA FILTRATION PLANT AND WELL EAST OF THE NARROWEST POINT IN THE DESCHENES RAPIDS IN ORDER TO PREVENT THE DESTRUCTION OF BRITANNIA WOODS AND NOISE POLLUTION AROUND LAKE DESCHENES.

5.2.7 ELIMINATION OF THE BRITANNIA ARTERIAL PROPOSAL

In summary of earlier arguments and claims, Action Britannia and a broad support group of regional residents and bodies have expressed in this document a violent rejection of both the logic behind and the intent of the proposed Britannia Arterial Roadway.

In effect Action Britannia contends that such a roadway, which would virtually rape an old historical and self-ameliorating Ottawa residential district, cannot be logically defended by the regional planning bodies artificial numbers games or more importantly from the basis of the planning objectives and environmental concerns stated in Part One of the Draft Regional Plan.

Action Britannia would propose to offer its own planning consultant services to the region in evaluating regional planning arguments in more detail and in further support of the evidence documented in the report.

ACTION BRITANNIA ADVOCATES THE IMMEDIATE POLITICAL DISPOSAL OF THE ILL-CONCEIVED BRITANNIA ARTERIAL PROPOSAL, AND CHALLENGES CONCERNED REGIONAL POLITICIANS TO MANIFEST THEIR SINCERITY FOR IMPROVING URBAN LIFE QUALITY AS WELL AS THEIR INTEREST IN ADOPTING AN ENLIGHTENED REGIONAL PLAN AND PLANNING PROCESS BY REJECTING THIS ROADWAY PROPOSAL.

5.3 CONCLUDING COMMENTS

In concluding this brief Action Britannia puts forward one or two summary thoughts.

First it recommends that present political representatives in the Ottawa-Carleton region not rush to adopt the present form and intent of the currently proposed regional plan.

The repercussions of such an adoption would irreparably affect the future of the Ottawa-Carleton region up to and beyond the turn of the twenty-first century. It is not physical drawings and engineering sketches of roadways and razzle dazzle sophisticated transportation systems that are important. Rather it is a statement of standards and conditions under which our urban environment will and should evolve which is of importance to us. In this sense, adoption of a modified Part I of the Draft Regional Plan might be

5.3 CONCLUDING COMMENTS cont.

sufficient and indeed the most enlightened approach for regional politicians to take.

We must begin to design our urban systems around our own conscious sets of life quality values, and in this way realize unique and organic city forms and structures, sympathetic to man rather than mindless and meaningless criteria of hopelessly arbitrary urban systems viewpoints. Man is the environment and the environment is man - not roadways, not buildings, not bridges, not monuments or other guilded images. The challenge is always before us, we can only pick it up or abandon it.

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APPENDIX A

A STATEMENT OF LOCAL COMMUNITY
HISTORY AND OBJECTIVES

VALUES AND OBJECTIVES

Britannia is the oldest named part of Ottawa. In 1819 Captain John LeBreton came to the area to claim his lands around Lac Deschenes and he built a house there which he called "Britannia". He also constructed a grist mill which operated from 1826-1835.

Britannia was referred to in "British Dominions of North America" Vol. 1, "Some distance above Bytown is Britannia, the valuable estate of Capt. LeBreton. It is exceedingly well situated at the lower extremity of Lake Chaudiere and near the head of the beautiful Rapide Deschenes, whose broad surface and agitated waters, gliding swiftly between partially inhabited luxuriantly verdant and picturesque banks, add in high degree to the interest and beauty of the spot."

Charmed by the beauty of Britannia and its close proximity to Ottawa by carriage or by train, the 1890's brought out the elete of Ottawa who built summer cottages. In the following years, with the coming of the Ottawa Electric Railway, thousands enjoyed picnics, the long pier, the clubhouse, band concerts, and the river excursions.

During the 1920's, the area began to expand, with houses and cottages being built, particularly in the area known as Belltown. During the Depression, many of the cottages were winterized, providing a cheaper place for

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people to live. This continued into the 1940's, when every available cottage was turned into a place for winter living. The city was growing westward.

In 1950, Britannia was annexed to the City of Ottawa, and the 1960's brought mail delivery, sewer and water mains, and a filtration plant. The old cottages are being replaced by permanent homes, and residents who select Britannia do so because of the quiet and beauty of the area, an oasis in a busy city.

In 1959 the Magee farm, which had been in that family since 1840, was to be developed by the Assaly firm as "the most beautiful housing development in the Ottawa area". Lincoln Heights is still a potentially superb setting for homes where the beauty of the surrounding area enhances the quality of life for those families who live there. The Ontario Municipal Board, the Ottawa Planning Council, the Board of Control and the City Council recognized this value, when, in 1967, they refused a series of applications for the rezoning of Lincoln Heights for a higher density housing.

The community of Britannia is unique in the City of Ottawa. It comprises people of many income levels, many occupations, many activities and interests. It lacks much in the line of recreational facilities, play ground areas, facilities which should have been established years

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and years ago by the City. Yet it is one community, ready to stand together to preserve the whole area, not just the segment where personal interests lie.

"Action Britannia", recently formed by these residents wants to retain the character of this area. Development should occur in the establishment of a Britannia Park with its great potential as a recreational area recognized. The wildlife sanctuary should be protected, with careful planning and cutting, the tennis club should be expanded. The unity of the community must be recognized.

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"The establishment of a desirable human environment implies more than the maintenance of ecological equilibrium, the economical management of human resources and the control of the forces that threaten biological and mental health. Ideally it requires also that social groups and individuals be provided with the opportunity to develop ways of life and surroundings of their own choice. Man not only survives and functions in his environment, he shapes it and is shaped by it".[1]

A community where people meet and get to know each other, band together for common enterprises, support each other against outside intervention and experience a sense of the more profound significance of their daily living has been shown to be a need of living creatures.

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1. Only One Earth by Barbara Ward, Rene Dubos

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Britannia is such a community. The residents of Britannia Village, Bell Town, Lincoln Heights have become united and cohesive in their outlook and aims. The work of the Britannia Village Community Association has played a large part in developing their sense of community by planning activities for adults and children of the area. The winter carnivals, the May 24th celebrations, the community centre programmes in the schools have provided activities for all in the area. This social inter-action has united the community in its desire to retain the unique characteristics of each area, not just to retain the quality of life in each individual district.

000245

City dwellers need a sense of roots, together with a wide range of choice. The smaller community provides a place where the imagination of children can be developed, where their full cultural and human heritage can be nourished. For older people, it gives a sense of security.

"The city should also retain an openness to natural surroundings, to give people a chance to escape into a nonurban world. Much of the malaise of contemporary society comes from the degree to which, when people reach the urban areas, stability and choice, security and variety are precisely what they do not find."[2] Our community, within the Region provides this openess, this security and variety. This we do not want destroyed.

---

2. Only One Earth by Barbara Ward, Rene Dubos

"The education of architects and planners is, with few exceptions, extraordinarily limited. Conspicuously absent from their curricula are social sciences and humanities, to say nothing of ecology."[3]

The regional planners still have an opportunity to prove that they do realize the "desirable characteristics"[4] of the present communities.

The historic elements in this area are well documented. Students of both Algonquin College and Ottawa University are presently studying the history of Britannia. A thesis done by a Carleton University student on "Britannia, a Social History of an Urban Resort" all prove that the interest in this area as a source of historical information is widespread in the city and district.

Our society has, until very recently, looked upon anything old as something useless, something to be discarded as soon as possible, something to be replaced by steel and chrome and glass. Now we are realizing that the old is to be cherished; it is unique. Once destroyed, it cannot be replaced.

The physical beauty of Britannia is unmatched. The majestic Ottawa River, the turbulent Deschene Rapids, the splendour of the Gatineau Hills, the quiet beauty of the parklands, the natural setting of trees, wild life in abundance, is unparalled in Ottawa.

---

3. Human Needs and Inhuman Cities, edited by T. Hall
4. Regional Plan

000246

111

"One can take it for granted that latent potentialities have a better chance to become actualized when the social environment is sufficiently diversified to provide a variety of stimulating experiences, especially for the young. As more persons find the opportunity to express more completely their biological endowment, society becomes richer and civilizations continue to unfo ld. By contrast, if the surroundings and ways of life are highly stereotyped, the only components of man's nature that flourish are those adapted to the narrow range of prevailing conditions".[5]

Planning for the future requires vision. Ideally, any new development plan should carefully consider the present communities, the physical environment, the total biological and social structure, before any disruption of the area occurs.

We would like to say to the regional planners that Britannia is a valuable community, encompassing both urban and rural elements, and to remind them that "if somewhere in the community they leave a place for silence, they may find the wilderness a great teacher of the kind of planetary modesty man most needs if his human order is to survive."[6]

---

5. Man and His Environment by Rene Dubos
6. Only One Earth by Barbara Ward, Rene Dubos

98

112

000248

APPENDIX B

THE DEDICATION AND PRESERVATION
OF BRITANNIA PARK

CITY OF OTTAWA
VILLE D'OTTAWA

CANADA

.113

DEPARTMENT OF RECREATION AND PARKS
SERVICE DES PARCS ET LOISIRS

PARC BREWER PARK
214 HOPEWELL
OTTAWA, ONTARIO
K1S 2Z5

November 28th, 1973.

600-69

Mrs. Mary Crain,
2778 Rowatt Street,
Ottawa, Ontario.
K2B 6P1

Dear Mrs. Crain:

Re: Regional Municipality of Ottawa-Carleton
Draft Official Plan - Proposed Britannia
Park Arterial

Further to your letter of November 13th, 1973 on the above mentioned, the following is sent in response to your numerated questions.

1. Recreation and Parks was consulted on the proposed arterial and we did not give a favourable reaction to it.

2. Britannia Park has been dedicated as parkland and is therefore protected accordingly under By-Law Number 196-67. (please see attached for specific information).

3. Recreation and Parks is presently engaged in formulating a concept plan for Britannia Park. Upon completion, of this phase community input will be requested. Regarding your specific question, no detailed projection of population for your area is available to us at this time. We are presently working to rectify this situation.

4. Recreation and Parks has and will always endeavour to identify and meet the latent and expressed needs of a community to the best of its ability and within those limitations which we must work. A plan of existing parks is available through our Research and Development Section upon your request.

We hope the above clarifies the situation. If further information is required, please do not hesitate to contact us.

Yours truly,

John P. Tucker,
Acting Director of Recreation & Parks.

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000250

BY-LAW NUMBER 196-67

A by-law of The Corporation of the City of Ottawa dedicating certain land for park or recreational purposes or for both such purposes.

WHEREAS it is expedient to dedicate the lands hereinafter described for park or recreational purposes or for both such purposes.

THEREFORE the Council of The Corporation of the City of Ottawa enacts as follows:

ALL AND SINGULAR that certain parcel or tract of land, situate, lying and being in the City of Ottawa, County of Carleton and Province of Ontario and being more particularly described in the schedule hereto annexed and marked "A" is hereby dedicated as and for park and recreational purposes or both such purposes and shall be known as Britannia Park.

GIVEN under the Corporate Seal of the City of Ottawa this 8th day of August, 1967.

(Sgd) A.T. HASTEY,
City Clerk.

(Sgd) DON B. REID,
Mayor.

SCHEDULE "A"

BRITANNIA PARK DEDICATION

ALL AND SINGULAR those certain parcels or tracts of land, situate lying and being in the City of Ottawa, County of Carleton, Province of Ontario and

FIRSTLY

BEING COMPOSED OF part of Lot 20, Concession One, Ottawa Front, Township of Nepean (now within the limits of the said City of Ottawa), and which part of the said lot is more particularly described as follows:

BOUNDED on the south by the northerly limit of Carling Avenue;

BOUNDED on the west by the westerly limit of said Lot 20;

BOUNDED on the north by the southerly limit of the right-of-way of the Canadian Pacific Railway;

BOUNDED on the east by the westerly limit of Greenview Avenue (formerly Park Avenue), and its northerly production, as shown on Registered Plan Number 229.

SECONDLY

BEING COMPOSED OF all of Block letters "J" and "K", part of Block letter "L" and part of a proposed railway siding, all as shown on a plan registered in the Registry Office for the Registry Division of the said Township of Nepean as Number 40 1/2, all of which is more particularly described as follows:

BOUNDED on the south by the northerly limit of the right-of-way of the Canadian Pacific Railway;

BOUNDED on the west by the westerly limit of said Block "K", and the easterly shoreline of the Ottawa River;

BOUNDED on the north by the southerly limit of Saline Street (formerly Bay Street) as shown on Registered Plan Numbers 40 1/2 and 120;

BOUNDED on the east by the westerly limit of Richmond Street and its northerly production, as shown on Registered Plan Number 284.

THIRDLY

BEING COMPOSED OF part of Lot 19, Concession One, Ottawa Front, Township of Nepean (now within the limits of the said City of Ottawa), and which part of the said lot is more particularly described as follows:

BOUNDED on the south by the northerly limit of the right-of-way of the Canadian Pacific Railway;

000252

BOUNDED on the east by the easterly limit of said Lot 19, Concession One, Ottawa Front;

BOUNDED on the north by the southeasterly shoreline of the Ottawa River;

BOUNDED on the west by a line drawn at right angles to the said northerly limit of the right-of-way of the Canadian Pacific Railway, distant 88 feet 4 inches measured westerly along said northerly limit from the easterly limit of said Lot 19.

Dated at Ottawa this 19th day of July, 1967.

G.A. McKnight,
Ontario Land Surveyor.

000253

APPENDIX C

THE WESTERN OTTAWA
AUTOMOBILE PIPELINE-
AN RMOC PROPOSAL

Regional Municipality
of Ottawa-Carleton
222 Queen Street
Ottawa Ontario K1P 5V9
**Planning
Department**

Municipalité Régionale
d'Ottawa-Carleton
222 rue Queen
Ottawa Ontario K1P 5V9
**Département
de l'Urbanisme**

118

000254

39.700

November 9th, 1973

Mr. Derek Crain
555 Cambridge Street
OTTAWA, Ont.
K1S 4J4

Dear Mr. Crain:

I have enclosed for your information some notes and data which we have used in the analysis of the transportation demand at the Western Parkway screenline. I apologize for the delay in getting this material to you; however, I was hoping that our report "Travel Forecast and Analysis" would provide the information.

Nevertheless, I trust this information will be of some help to you and if you have any questions, please phone me.

Yours very truly

Ian G. Stacey, P.Eng.,
Transportation Planning Branch

IGS/kb

Encl.

Nov 7, 1973
39-700

DEMAND ANALYSIS - WESTERN PARKWAY SCREENLINE

Location:
just west of Western Parkway corridor

Roadway Capacity:
existing

Street Name	1971 Class*	1971 Capacity** (1 direction)
Richmond Rd	2UAU	600 uph
Carling Ave	4UAD	1400 uph
Queensway	4UFD	3600 uph.
Baseline Road	2UAU	600 uph
		6200 uph

(1971)
Existing Travel:

pm peak hour 11400 person trips by transit and auto

*Classification according to Roads and Transportation Association of Canada (RTAC)
**Capacity is level 'D' (trucks excluded)

000255

000256

Future Travel:

- when RMOC is at 1,000,000 population and CRO is at 400,000 population

pm peak hour 37,500 person trips by transit and auto

Transit:

1971 Modal Split $\left(\frac{\text{person trips by transit}}{\text{total transit + auto person trips}} \times 100\right)$

11% or $0.11 \times 11400 = 1,250$ person trips by transit

Future Modal Split Guideline

- rapid transit + improved bus service

30% or $0.30 \times 37500 = 11,250$ person trips by transit

(3)

Recommended Roadway Network

Street Name	Class	Capacity
Ottawa-Queensway Parkway Extension	4UPD	1700 uph
Richmond Road	4UAD	1400
Carling Avenue	6UAD	2100
Queensway	6UFD	5400
Baseline Road	6UAD	2100
Knoxdale Arterial	6UAD	2100
		14,800 uph

12

Expected Vehicle Occupancy
Pm peak hour

1.5 persons/auto

∴ Capacity of Recommended Roadway Network in persons per hour

i.e. $14800 \times 1.5 = 22200$ pph

(1)

122

Demand Capacity Analysis

000258

Future travel demand	37500	person trips
less transit trips	-11250	
less roadway capacity (person trips)	-22200	
	4050	person trips

∴ still have a deficiency of 4050 person trips

Could be solved or satisfied by

① increase transit
② increase road capacity

OR Decrease the Demand

000259

APPENDIX D

COMMUNITY PETITION
SUMMARY

ACTION BRITANNIA PUBLIC PETITION

24

ACTION BRITANNIA, as an association of residents in the City of Ottawa, expresses strong opposition to the current Regional Draft Plan which proposes the construction of a major arterial route through the historic Britannia community, connecting the Ottawa River Parkway with the Queensway and contemplated Highway 416 interchange. The following serious problems can be foreseen:

1. AIR AND NOISE POLLUTION: Severe traffic noise levels within the heart of the community would be produced and detrimental air pollution impacts particularily would result as heavy commercial vehicles were permitted. The problems would be further accentuated by inevitable heavy traffic from the proposed Deschenes Bridge.

2. COMMUNITY BARRIER: The proposed arterial would create a major barrier and division within the residential community, severely limiting public movement and the existing sense of neighbourhood.

3. SAFETY: The introduction of a major road carrying fast moving through-traffic would greatly restrict pedestrian movement, and be particularly dangerous for senior citizens, school children and pets.

4. RECREATION: The following important regional recreational facilities would be seriously threatened or eliminated: Britannia Park and prime future water front resources west of the Park; Bicycle paths; Wildlife areas.

5. WILDLIFE: The Britannia Woods wildlife and ecological area south of Deschenes Rapids would be severely damaged by the impact of the major road.

6. COMMUNITY DISRUPTION - BELL TOWN: Proposed construction plans are producing severe community instability problems resulting in neighbourhood deterioration, and personal strain for longtime community residents.

On these and other grounds the undersigned community residents firmly oppose the implementation of the currently proposed Britannia Arterial of the Regional Draft Plan, and advocate a major rethinking of policies of roadway construction through this historic west Ottawa residential community.

NAME	ADDRESS	NOVEMBER 1973

092000

111.

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PROPOSED ARTERIAL ROADWAY

ACTION BRITANNIA SURVEY RESULTS

	Britannia Village	Lincoln Heights	Central Britannia	Bell Town	TOTAL
Total voter * registration	45%	574	1046	849	2927
Number of voters polled	217	203	85	533	1038
Percentage Sample	47.1	35.3	8.1	62.7	35.4
Percentage polled in favour of Action Britannia positions	99%	98%	98%	100%	98%

* Source: Oct 1972 Voter Registration Lists.

000262

APPENDIX E

REGIONAL SUPPORT FOR
ELIMINATION OF THE
BRITANNIA ARTERIAL CONCEPT

National and Provincial Parks Association of Canada

L'association des parcs nationaux et provinciaux du Canada

Ottawa/Hull Chapter
P.O. Box 6242, Station J
Ottawa 13, Ontario

7 December, 1973

000263

Miss Marey Crain,
ACTION BRITANNIA,
2778 Rowatt Street,
Ottawa, Ontario.
K2B 6P1.

Dear Miss Crain:

Your letter of 13 November, 1973 was discussed at the last meeting of our Executive.

Some of our members are familiar with Britannia Woods, particularly from bird-watching there. It is clear that they are a community asset with an appeal which is appreciably wider than the adjacent neighbourhood.

While it is distressing to learn that yet another readily-accessible nature area is threatened by a proposal for an arterial road, we are glad to know of the campaign by ACTION BRITANNIA to save the Woods. I hope you are successful in developing a presentation of the case, and perhaps a viable alternative solution, which will be effective to this end.

May we look forward to seeing your finished brief, with a view to considering what action may be appropriate for this Association to take with respect to it?

Yours very truly,

R. H. Barrigar,
President.

RHB:km

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114.

REGINA SCHOOL
2599 Regina Street - Ottawa, Ontario - K2B 6X4
Telephone 829-8777

:28

November 9, 1973

000264

Action Britannia
c/o Marey Crain
2778 Rowatt St.
Ottawa, Ont.
K2B 6P1

Dear Ms. Crain,

I most heartily endorse the stand taken by Action Britannia in its effort to preserve Britannia Woods against encroachmrnt by unthinking city planners and by urban sprawl.

Many of the children in this area are not in that fortunate group with access to summer cottages. Some families lack easy transportation to natural settings. It would be criminal to take away from these children their one contact with wildlife and natural surroundings. The trend towards multiple housing units in this city makes it more essential than ever that our city planners have sufficient foresight to safeguard and preserve the few natural areas still remaining.

I congratulate the citizens who care enough to have formed the Action Britannia group, and will be willing to support them in any way I can.

Sincerely,

M. Sarazen

Marjorie Sarazen
Principal

115.

129

Canadian Nature Federation
Fédération canadienne de la Nature
FORMERLY/AUPARAVANT: CANADIAN AUDUBON SOCIETY

46 rue Elgin Street,
Ottawa, Canada K1P 5K6

Theodore Mosquin
EXECUTIVE DIRECTOR

December 6, 1973

000-63

Action Britannia
C/o Mrs. Marey Crain
2778 Rowatt Street
Ottawa, Ontario K2B 6P1

Dear Mrs. Crain:

Thank you for your letter of November 5 in which you ask whether the Canadian Nature Federation can assist Action Britannia's efforts to preserve Britannia Woods from encroachment by a proposed arterial road. I understand that this road is marked on the Draft Official Plan of the Ottawa Carleton Region and that the road might slice a piece of the woods off the south side.

It so happens that I know the Britannia area well and have enjoyed these woods many times over the past ten years. There is no doubt that over the years many advantages have accrued to the community from the presence of the woods. In my view it would be a mistake to trade part of the woods for a noisy arterial road which would not only further cut the community in half but would bring in more traffic into an otherwise pleasant place to live.

Civic authorities and regional planners should be responsible to the citizens in an area and protect their rights to retain a quality environment and often this means restricting the construction of roads having dubious social value. It seems clear to me that the routing of this particular access road should be thoroughly re-considered with full advance consultation with the local residents.

The Canadian Nature Federation knows that far too often civic leaders and planners neglect their responsibilities to provide adequate open spaces, parks and natural sites within

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116.

000266

cities. We, therefore, fully support Action Britannia in your efforts to have the essential integrity of this peaceful area protected.

Best wishes with your fine efforts on behalf of the Britannia community.

Sincerely yours,

T. Mosquin

Theodore Mosquin

c.c. Mr. Gordon A. McLean
President
Britannia Village Community Assoc.

Mr. I. W. Brodo
President
Ottawa Field Naturalists Club

Mr. Robert Barrigar
National and Provincial Parks Assoc.
Ottawa-Hull Chapter

TM/pfp

THE OTTAWA FIELD-NATURALISTS' CLUB

THE CANADIAN FIELD-NATURALIST

OTTAWA, ONTARIO

Box 3264, Postal Station C,
Ottawa K1Y 4J5
December 5, 1973.

231

292000

ACTION BRITANNIA,
c/o Marey Crain,
2778 Rowatt Street,
Ottawa, K2B 6P1.

Dear Madam:

In answer to your letter of November 3, we agree with your evaluation in that letter of the woods and pond south of the Britannia filtration plant as most desirable natural areas for conservation. In fact the Club recommended this area to the Ottawa-Carleton Planning Board in 1970. The area adopted by them is somewhat different from our proposal and we will be suggesting changes in the northern boundary.

Like you, we are concerned about the damage which might be done by the proposed bridge and parkway. It would be most undesirable to encroach on the area of the relatively small woods to provide a right-of-way or to interfere with the water flows of the pond. There is also the possibility of damage during the construction of such routes. We will be discussing these points in our submission to the Planning Board.

Yours sincerely,

A. H. Reddoch

Dr. A. H. Reddoch
Chairman,
Research and Briefs Committee.

118.

The Nature Conservancy of Canada

SUITE 611, 2200 YONGE STREET, TORONTO M4S 2E1 (416) 488-1011

:32

November 9, 1973

000268

Action Britannia
c/o Marey Crain
2778 Rowatt Street
Ottawa, Ontario K2B 6P1

Dear Sirs:

It has been brought to our attention that the Ottawa River Parkway may be extended so that it cuts through the southern portion of the Britannia Woods in the Ottawa-Carleton Region. We understand that these woods are one of the few remaining natural wildlife areas left in the immediate vicinity of the City of Ottawa and we believe it would be extremely unwise, to say the least, to permit this extension without first having an examination of other possible routes.

It has been demonstrated time and time again, in projects ranging from the Bennett Dam on one hand to the Spadina Expressway in Toronto on the other, that it is essential for a detailed environmental impact statement to be prepared and assessed prior to developments impinging on natural phenomena. This approach has been accepted by the Ontario Hydro Commission and by the majority of provincial road departments. We would certainly hope this approach is taken in this case.

Yours very truly,

F. Aird Lewis
Executive Director

FAL/lca

BOARD OF TRUSTEES Alan N. Steiner, Dr. J. Bruce Falls, Dr. C. David Fowle, Dr. Wm. W. H. Gunn, Roderick Haig-Brown, William B. Harris, Dr. H. Albert Hochbaum, George F. Ledingham, F. Aird Lewis, John A. Livingston, John P. S. Mackenzie, R. W. W. Fraser, Charles Sauriol, J. Woodsworth

119.

Department of Energy, Mines and Resources
Ministère de l'Énergie, des Mines et des Ressources

Geological Survey of Canada
Commission géologique du Canada
601 Booth, Ottawa, K1A 0E8

File Number
No à rappeler

November 8, 1973

Mrs. Marey J. Crain
2778 Rowatt Street
Ottawa, Ontario
K2B 6P1

Dear Mrs. Crain:

RE: Preservation of Britannia Woods.

In reply to your letter of November ? and further to our telephone conversation of November 6 information available from the Geological Survey pertaining to Britannia Woods relates only to the character and distribution of geological materials in this area. The information is contained in the following publications:

- Surficial Geology of the Ottawa Map-Area by N.R. Gadd; G.S.C. Paper 62-16

- Geology of the Ottawa-St. Lawrence Lowland, Ontario and Quebec by Alice E. Wilson; G.S.C. Memoir 241.

Geological maps accompanying these reports are at a scale of 1" = 1 mile and thus provide only general information for your area of interest.

These publications, however, reflect the sort of background geological information provided by the Geological Survey to the public or organizations who have a need for such data. In the preparation of these reports emphasis is placed on a description and explanation of the geological features present in an area. While comment may be offered in some reports on mineral potential value judgements for other land uses are generally not made unless a study has been done specifically for that purpose.

As an example, in our current work on the Environmental Geology of the Ottawa-Hull area we will combine overburden thickness and bedrock quality information to indicate suitable areas for development of quarries. Actual development of a quarry, however, would be based not only on this information but also on considerations of alternate land use, economics, zoning, land ownership and similar related factors. Our information, therefore, provides a contribution to land use decisions but does not, per se, dictate the decision.

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Following upon your telephone call of November 7 I obtained a copy of the Official Plan of the Ottawa-Carleton Area for the purpose of examining the reference to the Geological Survey which appears on page 2-13.

The statement is correct in that the Geological Survey has been asked to provide advice on the preservation of terrain features that illustrate aspects of the geological and geomorphic history of the region. Work on the identification of these features is still in progress, however, it is unlikely that any compelling geological reason will be advanced to preserve the Britannia Woods area.

Your enquiry to the Geological Survey is appreciated and, while we are unable to provide information directly pertinent to your enquiry, I trust you will find the information provided of general interest to you.

000270

Yours sincerely,

John S. Scott, Head
Geotechnical Subdivision
Terrain Sciences Division

JSS:dmp

121.

TEL. 829-0052

West Ottawa Tennis Club

P.O. BOX 6146, STATION "J"
OTTAWA, ONTARIO
CANADA K2A 1T2

:33

To whom it may concern. Dec. 2/73.

000271

On behalf of the West Ottawa Tennis club which represents over six hundred members, I wish to object to any proposals for building a highway which will pass through Britania Park.

Yours respectfully,

D. A. S. Douglas.

President.

000272

December 10, 1973

Mrs. M. Crain,
Action Britannia,
2778 Rowatt Street,
Ottawa, Ontario
K2B 6P1

Dear Mrs. Crain:

Britannia Woods provides a natural habitat for the birds of the Ottawa area and is one of the few natural areas left to the children and adults of this community.

What kind of future will our children face if we persist in destroying the environment? The answer is provided for us by studying the urban problems of large American cities. Man must live by more than brick and mortar alone!

The staff and students of Grant Elementary School strongly urge Action Britannia to take a firm stand against the encroachment of mindless and ugly urban sprawl and do everything within legal limits to maintain the character of one of Ottawa's finest communities.

Sincerely,

Roy L. Smith

R.D. Smith,
Principal

RDS/jb

000273

APPENDIX F

NOISE POLLUTION ANALYSIS-
DENMARK STUDY

Figure 8, as described in the conclusions, I would think is the best guide to propagation over water in the literature. In comparing this Figure (fortunately) to what will be present for propagation over land, in our area you would need to have some idea of how much the water affected the local meteorology, to produce new conditions as in Fig 3 by creating an inversion.

Incidentally you should add molecular [illegible] to the [illegible] in Fig 8, which [illegible] a [illegible] figure - but it [illegible] propagation over land.

[illegible]
Physics Division
National Research Council
Ottawa.

000274

THE 6TH INTERNATIONAL CONGRESS ON ACOUSTICS
TOKYO, JAPAN, AUGUST 21-28, 1968

F-3-6

439

000275

Preliminary studies of sound propagation in the lower layers of the atmosphere

Ingerslev, Fritz and Svane, Christian
The Acoustics Laboratory
Technical University of Denmark
2800 Lyngby, Denmark

Introduction

In this paper some studies of transmission of sound over water up to a distance of 6,6 km are reported. The studies were carried out as a part of the work required before the acoustic [illegible] were able to predict the proportions of the noise [illegible] which can be expected around various possible new airports in the Copenhagen region. One of the [illegible] sites for a new airport is a small island "Saltholm" [illegible] in "Øresund", see Fig.1.

The influence of meteorological conditions on transmission of sound [illegible]

The problems studied were restricted to the case where the noise source i.e. the aircraft is on the ground. This is the most important case, since the influence of the meteorological conditions are much more significant when the noise source is on the than when it is up in the air.

If the temperature of the air as a function of altitude is constant, and if no wind exists the sound rays will be straight lines. The sound rays will bend downwards if the air temperature is increasing with altitude. The sound rays will bend upwards if the air temperature is decreasing with altitude. The situation is a little more complicated if wind exists and the wind velocity increases with altitude. The sound rays going upwind will bend upwards and sound rays going downwind will bend downwards.

The temperature gradient in vertical direction and the wind gradient in vertical direction can be expressed in terms of a gradient in sound velocity in vertical direction. Knowing the gradient of sound velocity as function of altitude the curvature of the sound rays can be determined.

126.

The technique used

The sound pressure level at a number of positions on Amager, see position no. 1, 2, 3, 4 and 5 on Fig. 1 caused by the military aircraft placed on Saltholm was measured during the early mornings of some 50 days spread over a year. The days were chosen such that measurements were carried out under as many different meteorological conditions as possible.

The van with the measuring equipment drove from measuring position to measuring position. Each time the van was at one of the positions the aircraft on Saltholm was orted, and the afterburner was turned on for about 1 minute. The received signal at the measuring position on Amager was recorded on a tape recorder.

Simultaneously meteorological observations were carried out near the measuring area, and wind velocity, wind direction and air temperature were determined as function of altitude. The baloon carrying the transmitter was sent up from a position close to measuring position no. 1. The assumption has been made that no horizontal variations in meteorological conditions does exist. The gradient in sound velocity as function of altitude is assumed to be representative for the whole distance over which the sound waves are transmitted. This is indeed a simplification.

Examples of measurements

Some examples of the measurements carried out shall be reported. The acoustical measurements carried out at the measuring positions on Amager showed that tremendous variations occur. At one of the positions a maximum sound pressure level of 97 dB (lin) was measured. The lowest value could not be measured, but was indeed below 40 dB(lin). Reference 2.10^{-5} N/m^2.

The measurements carried out show that the sound pressure level did not always decrease when the measuring van drove away from the coast of Amager, thus increasing the distance to the noise source. Certain days the highest sound pressure level was measured in land.

Example 1. No noise can be heard on Amager

Fig. 2 shows the results of the meteorological observations one morning. The wind velocity in knots and the wind direction as function of altitude up to 1000 m are shown in the upper left corner of the figure. The temperature as function of altitude is shown in the upper right corner. The two dotted curves at the bottom of the picture shows the difference between the sound velocity at a certain altitude and the sound velocity at ground caused by the wind gradient and the temperature gradients as function of altitude. It is seen that the sound velocity decreases with increasing altitude. The sound waves will bend upwards.

Based on the meteorological observations the shape of the sound rays has been drawn by means of an analog-computer.

Fig. 3 shows the sound rays corresponding to the described meteorological conditions. All sound rays are bending upwards.

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In the upper right corner of Fig. 3 is the results of the acoustical measurements shown. The sound pressure level was at all five measuring points below 50 dB.

Example 2. The noise can be heard on Ansger

Fig. 4 shows results of the meteorological observations another morning. The wind gradient causes an increase in sound velocity with altitude, the temperature gradient causes a decrease in sound velocity. The influence of the wind is dominant.

Fig. 5 shows the sound rays corresponding to this situation. The sound rays bend downwards and they are reflected from the sea or from land. Reflections are indicated from the sea, but not from the land, assuming that the sound absorption coefficient to a first approximation can be taken as 0 for water and 1 for land (including the influence of trees, buildings etc.).

There is a good agreement between the measurement and the prediction obtained from the meteorological observations.

Example 3. Focusing occur

The meteorological conditions shown in Fig. 6 are characterized by a decrease in the sound velocity up to an altitude of about 700 meter. From 700-1000 m the sound velocity increases rapidly mainly due to an increase in temperature from 700-1000 m. The sound waves will bend upwards when they leave the sound source, but when they arrive at an altitude of 700 m they are bend downwards and return to the ground. Some rays will always return to the ground when the sound velocity in a certain altitude is equal to or higher than the sound velocity at ground level.

Fig. 7 shows the sound rays and the results of the acoustical measurements. There is a very pronounced influence of the temperature increase from 700-1000 m. The sound pressure level should be expected to be higher at the middle of Ansger than at the coast. This is confirmed by the results of the measurements.

Conclusions

A careful analysis of all 50 measurements shows that it is possible to explain the results of the acoustical measurements from the results of the meteorological observations in nearly all cases. 100% correlation can of course not be expected since the assumptions described earlier in this paper will not always be fulfilled.

It is possible from the results of all the measurements carried out to determine the sound attenuation for sound waves transmitted over water. Fig. 8 shows an curve giving the sound attenuation over water up to a distance of 6,6 km, and then over land up to a distance of 10 km from the sound source. This curve is determined from results of measurements obtained under meteorological conditions where the component of the wind velocity (measured 10 m above ground) in the direction from the sound source to the measuring position was above 10 knots. The curve should be accepted as a curve given the average value of the sound attenuation. Certain variations in the attenuation will occur due to various reasons, the variations caused by the influence of temperature change with altitude being an important one.

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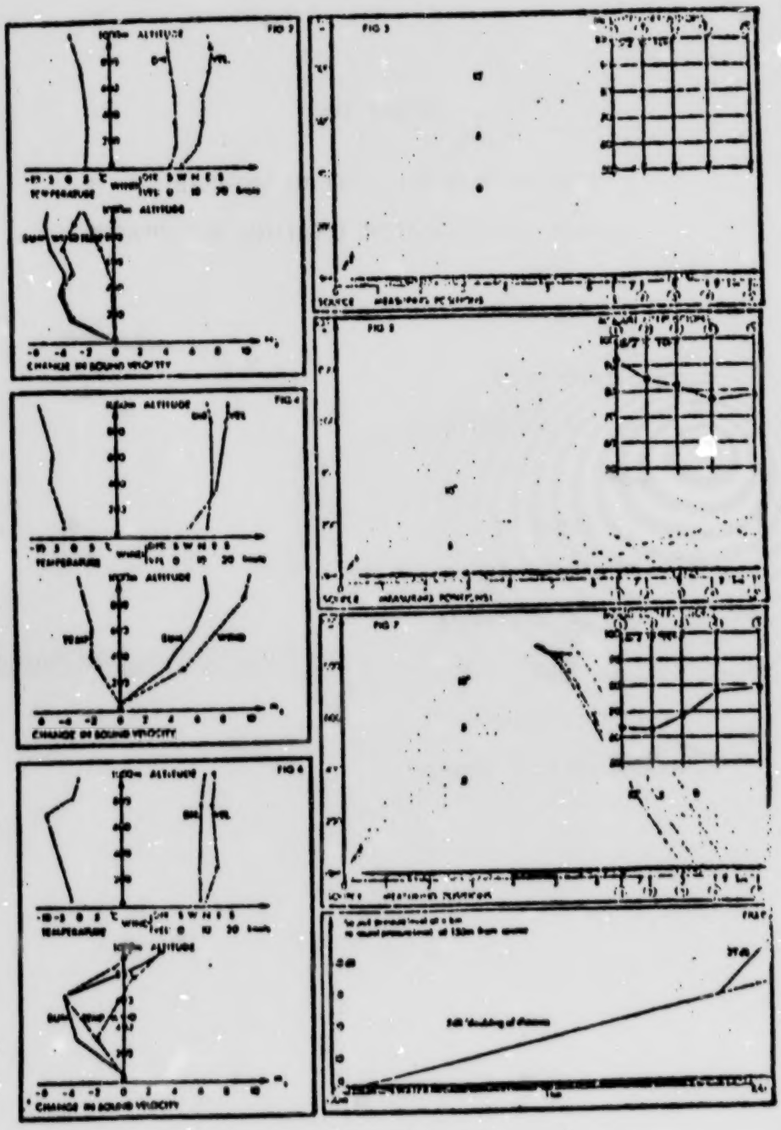

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HIGHWAY 416

A POSITION PAPER AND BRIEF ON PROPOSED HIGHWAY 416 ALTERNATIVE LOCATIONS AND IMPACTS

Submitted by

ACTION BRITANNIA

Representing

BRITANNIA VILLAGE

CENTRAL BRITANNIA

BELL TOWN

LINCOLN HEIGHTS

Community Districts

January 1974

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ABSTRACT

This position paper represents an effort of four (4) west Ottawa residential communities to look at the interim report and proposals for contemplated Highway 416. From the perspective of the regional public interest the following conclusions and recommendations are made.

1. Highway 416 alternative schemes B and C are unacceptable to the authoring communities.

2. Scheme A, though not as unsatisfactory as the other two, is nevertheless unacceptable in its present routing through the important ecological area of Pinhey Woods.

3. Highway 416 can best serve the population of the Ottawa-Carleton region by terminating south of the city near the intersection of Woodroffe Avenue and Fallowfield Road with improved distributor connections to such north south arterials as Fisher Avenue, Merivale Road, Woodroffe Avenue, Greenbank Road and Cederview Road.

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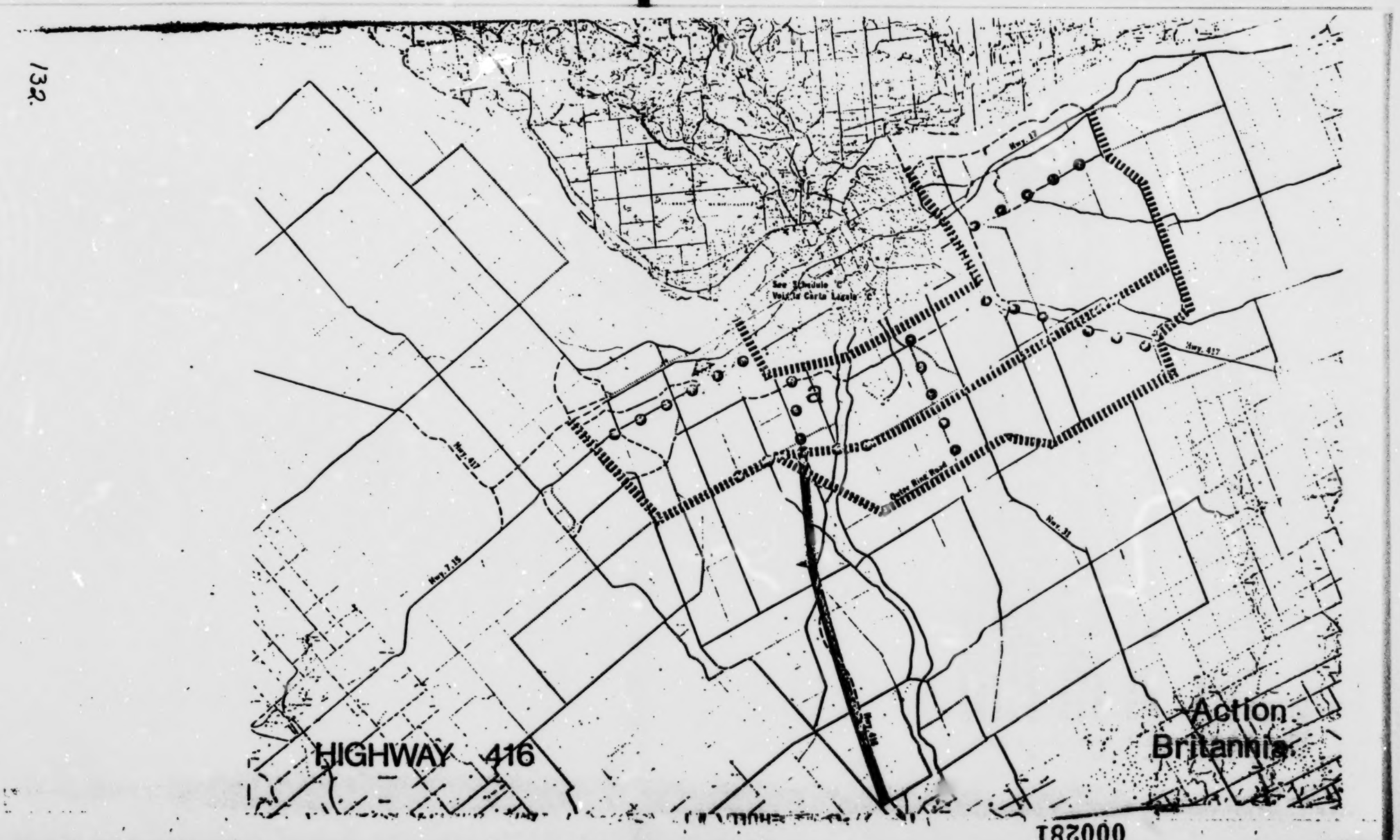
See Schedule 'C'
Voir la Carte Legale 'C'
Hwy. 27
Hwy. 417
Hwy. 417
Hwy. 7-15
Outer Ring Road
Hwy. 27
HIGHWAY 416
Action
Britannia

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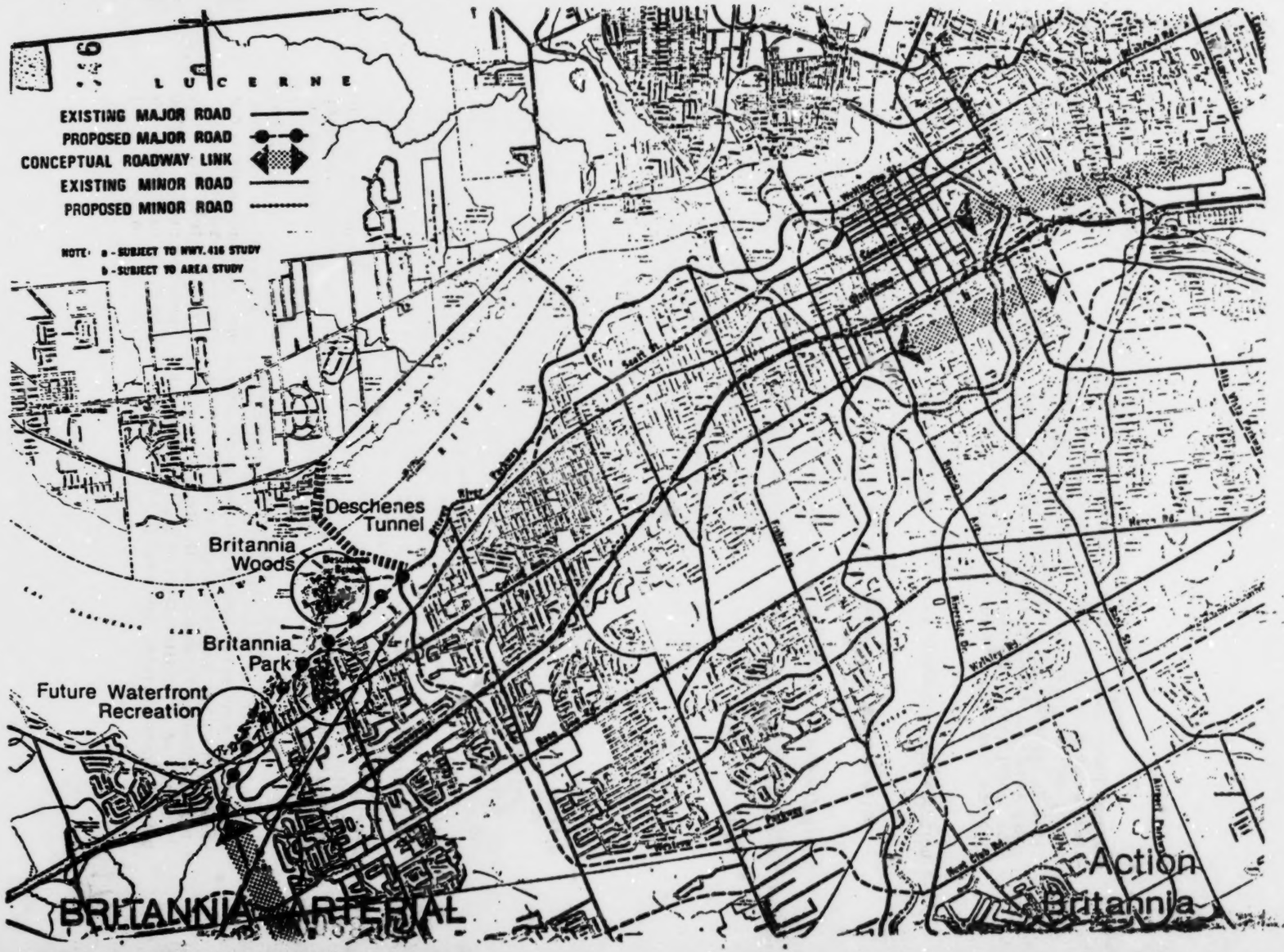
LUCERNE
EXISTING MAJOR ROAD
PROPOSED MAJOR ROAD
CONCEPTUAL ROADWAY LINK
EXISTING MINOR ROAD
PROPOSED MINOR ROAD
NOTE: a - SUBJECT TO HWY. 416 STUDY
b - SUBJECT TO AREA STUDY
Deschenes Tunnel
Britannia Woods
Britannia Park
Future Waterfront Recreation
BRITANNIA ARTERIAL
Action Britannia

1.0 INTRODUCTION

In response to the "Interim Report" on the Highway 416 location study for the Regional Municipality of Ottawa-Carleton, the citizens committee of Action Britannia herein attempts to provide a broad based community response to the current highway proposals. In the context of this response Action Britannia would hope to convey the values and objectives deemed inviolable and of uppermost importance with regard to future transportation policy and implementation programs within the Ottawa regional context.

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It is always necessary in problem analysis to set a frame of reference or boundary to specific research, and the Dillon Engineering 416 study group has itself been obliged to accept such a mandate from the regional jurisdiction. This mandate is to evaluate and recommend a thruway corridor into the Ottawa urban region, linking Highway 401 to the south with the Queensway system inside the Ottawa city limits. It is with all due respect to this frame of reference or boundary condition of the 416 study that Action Britannia will direct its own community response. However, being concerned and seriously interested in the welfare of present and future residents of the Ottawa-Carleton region, it is argued that on occasions where a spirit of compromise and community welfare are deemed important planning objectives, a healthy questioning of predefined problem bounds is often compulsory as detailed problem analysis is undertaken. In this sense the brief will look at both the context and proposals of the 416 "Interim Report" as well as some equally important issues which lie outside the initial frame of reference of the Highway 416 study.

1.1 SCOPE OF BRIEF

In short the purpose of this brief is four fold.

1. To set out the objectives and guiding principles of the Action Britannia Committee vis-a-vis present and future regional transportation development.

2. To examine and comment upon the context and findings of the Highway 416 interim report.

3. To express the concensus opinion of Action Britannia on the suggested Highway 416 routing alternatives.

4. To make supplementary or alternative suggestions concerning the adoption of a Highway 416 program.

This report was assembled after a two month series of community meetings of 30 - 60 Action Britannia members. These fall meetings saw detail inputs and discussions on both regional transportation issues and specific Highway 416 proposals. The views and transportation policy objectives presented in this brief report attempt to convey the thrust and results of these citizen forums. As a representative forum of civic opinion it is hoped that the views expressed will be given responsible and serious consideration by commissoned research firms, and political figures of the Ottawa-Carleton region alike.

1.2 MAJOR THRUSTS OF BRIEF

In the most general terms this brief will concern itself with two primary dimensions of the 416 urban freeway proposals.

1. The impacts of Highway 416 locations on urban communities north of the Queensway within the Ottawa west area.

2. Distribution of secondary arterial impacts upon various socio-economic groups due to alternative 416 location policies.

As the Action Britannia representational district lies north of the Queensway the reason for the first of these thrusts is self-explanatory.

The secondary thrust related to evaluating the regional distribution traffic burden is undertaken to question the implicitly discriminatory approach to transportation development which often weighs more favourably the values and welfare of those urban constituents with the loudest voices and the thickest pocketbooks. This thrust argues the need for planners and politicians to integrate distributional considerations into longstanding efficiency and influence based program evaluation parameters.

2.0 GUIDING PRINCIPLES AND OBJECTIVES

Before going into detailed evaluation of the three alternative 416 routing proposals, it might be deemed important to state to readers of this brief the guiding principles of transportation planning held by Action Britannia. These principles capsulize a philosophical viewpoint to such issues as the Highway 416 urban freeway proposals. Where these goals or conceptual objectives are agreed upon, solutions to such problems as the Highway 416 location and design could be an asset to urban life quality.

1. Roadway planning and development should be subservient to the needs and living quality demands of present and future residential communities.

2. Roadway development should be undertaken where it facilitates an improvement in social and economic interaction, but must at all times be undertaken only where it does not deteriorate the quality of life of the urban residential environment.

3. Urban roadway development cost evaluations must not be based upon the simple comparative marginal cost estimates of additional miles of roadway infrastructure.

4. The preservation of historic urban elements, prime recreational and wildlife centers, and tranquil public spaces should remain an uncompromised objective of urban roadway development.

5. Urban transportation corridors should facilitate the service of increasing urban populations without compromising or reducing the quality of life in the new or existing residential districts.

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2.0 GUIDING PRINCIPLES AND OBJECTIVES con.

6. Urban roadway development should not prejudice or hinder the growth of alternative transportation modes such as local public transport, community cycling paths and community pedestrian routes.

7. Existing buildings and natural features of historic or social value should be preserved through transportation policies.

8. The distribution of new roadway benefits and burdens should favour the welfare of less advantaged populations and communities.

9. Employment and commercial development locations serviced by roadway systems should complement and not dictate the living qualities of residential neighbourhoods.

These guiding principles partially summarized the urban transportation perspective of Action Britannia and as such underlie much of the following Highway 416 assessment .

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3.0 HIGHWAY 416 INTERIM REPORT

3.1 OPTIONS

The authors of the "Highway 416 Interim Report" in evaluating three alternative schemes for the proposed urban thruway, cite seven major criteria of evaluation. The three highway alternatives, Scheme A, Scheme B, and Scheme C from east to west respectively are the full range of possible highway options. Action Britannia would argue from the outset that these options themselves are unrepresentative of alternative conceptual approaches to Highway 416 implementation. They do however, recognize the constraints of the consultant's original mandate which tended to preclude more creative transportation options.

One major and significant option foresaken early in the study was the plan which would have Highway 416 terminate at the outer ring road of the RMOC plan. The arguments against this option were that stages I and II of the draft official plan do not forsee residential development of this southern area until sometime well after 1990. Simultaneously however, the Interim Report states that increased population in that same area at 'Barrhaven' will require an additional road facility inside the outer ring road. This contradiction of no growth and growth explanations is unsatisfactory to Action Britannia and does not serve as sufficient reason to negate this alternative at such an early stage of evaluation.

The possibility of the Highway 416 inner city traffic burden being dispersed and distributed from a thruway road facility at the outer ring road onto improved arterial roadways along Merivale, Woodroffe, Greenbank and Cedarview Avenues must be better rationalized before disqualification.

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3.1 OPTIONS con.

It is suggested by Action Britannia that this alternative scheme has been prematurely aborted as a desirable fourth option solely on the grounds of earlier tenuous RMOC studies which subjectively and unfoundedly suggested slow population expansion in the southern sector of the Ottawa region. For the remainder of this study this excluded alternative will be called the "416 Outer Ring Alternative" and will be brought back into the discussion of 416 options.

3.2 SECONDARY IMPACTS OF SCHEMES A, B, AND C,

3.2.1 ECONOMICS AND COST

The whole realm of cost evaluation is a most unsatisfactory one today and absolute construction costs of roadway development are undoubtedly a poor measure of overall economic value. Rather than absolute cost Action Britannia prefers to use the term net benefit, which means total direct and indirect benefits less costs. In attempting to put a valuation upon social costs and benefits these evaluations themselves often become embroiled in pure political debate. Such debate is, however, the one forum where some valuation is ultimately put on statistically intangible social costs and benefits.

On the 416 study the cost evaluation parameter its rather tenously cited as the actual marginal construction cost of the three roadway connection alternatives. These are direct costs only and reflect no attempt to evaluate secondary transportation costs. Alternative 'A' for instance is cited as the second most economical of the 416 routings. This alternative terminates at the proposed Western Parkway, and as such excludes in its cost the linkage highway cost between that point and the Queensway. Further, the basis upon which one prices an acre of land in the Greenbelt as opposed to land outside it is critical. The least costly scheme C which runs for a major distance inside the Greenbelt could instead become the most costly option where a high value is placed upon retaining the virgin nature of the Greenbelt acreage.

Thus not only are the boundaries of the interim reports cost evaluations most tenuous, but the valuation coefficients used in this limited analysis might render much of this evaluation parameter questionable and misleading. Even the old reliable cost parameters of consultants reports must be largely disgarded today in recognition of the basically subjective political dimensions of such evaluations.

3.2.2 LINKING THE QUEENSWAY AND 416 WITH THE OTTAWA RIVER DESCHENES CROSSING

One of the future functions of Highway 416 will be to carry commercial and private vehicles between the southern Ottawa residential communities and industrial sites across the Ottawa River at the proposed Deschenes tunnel/bridge to the expanding Aylmer and West Quebec community district. North of the existing Queensway these connecting routes will have serious impacts upon existing residential communities, and the selection of a termination point and design for Highway 416 is inextricably related to these northern districts as well as regional welfare.

ACTION BRITANNIA ON THE GROUNDS OF THESE POSSIBLE INDIRECT IMPACTS RESOLUTELY REJECTS ANY PROPOSED HIGHWAY 416 SCHEMES SUCH AS SCHEMES B AND C WHICH TERMINATE WEST OF THE PRESENT WESTERN PARKWAY-OTTAWA RIVER PARKWAY JUNCTURE. Any such westerly shaft of Highway 416 north-south thruway would support the construction of the untimely and ill conceived Britannia Arterial roadway, a contemplated exercise in community disruption, recreational land and wildlife destruction not to date surpassed in the Ottawa-Carleton municipal district.

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As a major secondary impact of the proposed Highway 416 location decision IT IS ARGUED THAT THE FUTURE EVALUATIONS OF THE 416 CONSULTANT TEAM INCLUDE ALL SECONDARY ROADWAY IMPACTS OF HIGHWAY 416 NORTH OF THE OTTAWA QUEENSWAY, especially as related to the imminent Deschenes tunnel/bridge crossing.

As an example of cost evaluation, Action Britannia and its wildlife and waterfront recreational supporters from all over the Ottawa-Carleton region would suggest that Schemes B and C on this basis alone would rank by far as the most costly with respect to overall residential, present and future social costs. On this social cost basis alone Schemes B and C are argued as unacceptable to regional welfare and the public interest.

3.2.3 INEFFICIENCY OF SHIFTING THE CENTRE OF TRAFFIC DENSITY WESTWARD

On purely technical grounds it is suggested that a westerly shift of the proposed 416 thruway would significantly affect the overall flow of southerly Ottawa traffic movement by drawing disproportionate numbers of southerly oriented traffic through western Ottawa communities and already burdened arterial routes. Any westerly orientation of Highway 416 as suggested in Schemes B and C and even Scheme A to a lesser extent would put a disproportionate traffic burden on the western Ottawa region. This burden could only result in a deterioration of western city residential life quality through noise, safety and pollution effects.

RMOC to date in the regional draft plan is attempting to project a trebling of west Ottawa arterial roadway capacity within fifteen (15) years to outer Greenbelt communities. Such pressure and roadway pipeline proposals are unacceptable to Action Britannia due to their disproportionate burdens upon specific communities to the assumed benefit of others.

3.2.3 INEFFICIENCY OF SHIFTING THE CENTROID OF TRAFFIC DENSITY WESTWARD con.

TO THE EXTENT THAT PROPOSED HIGHWAY 416 SCHEME A, B, AND C SHIFT THE CENTROID OF TRAFFIC DENSITY TO THE WEST OF OTTAWA, AND REINFORCE RMOC PRESSURES TO SPEND LARGE SUMS CONSTRUCTING ADDITIONAL EAST WEST ARTERIAL ROADWAYS THROUGH EXISTING RESIDENTIAL COMMUNITIES; ACTION BRITANNIA REJECTS SUCH SCHEMES IN DIRECT PROPORTION TO THIS IMPACT.

Alternative solutions of high density traffic flows which would more equitably and efficiently distribute roadway loadings should be sought by 416 consultants as well as RMOC transportation planners.

3.2.4 EFFECTS UPON NATURAL AREAS AND WILDLIFE DISTRICTS

Having a vested interest and conditioned appreciation of the importance of protected wildlife and nature areas within the region, Action Britannia can not support any Highway 416 routing scheme which either directly consumes or indirectly threatens the region's precious natural and wildlife areas. On this point there are two major issues related to the Highway 416 location question.

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First and most important is the impact that a westerly Highway 416 scheme would have upon the development of a proposed Britannia Arterial route which would sever the Britannia Village Community and threaten, through proximity space demands, the regional ecological area of Britannia Woods. These woods are the habitat of many rare plant, animal and wildlife species in the Ottawa area and are used for these reasons by such regional bodies as the Ottawa Field Naturalist Society, and many west Ottawa public school groups. The analysis of Highway 416 routing alternatives has not evaluated the secondary arterial impacts in its Interim Report, and it is suggested that more direct evaluation of such eventualities is paramount.

In addition if the Britannia Arterial is forced upon the region through pressure from Highway 416 Scheme B or C realization, it would virtually render unusable much of the future Britannia Bay waterfront shallows and wildlife sanctuary west of Britannia Park. Natural filtering zones between riverfront and urban developed land act as a major antipolluting device of nature, and the imposition of Schemes B or C would indirectly aid the destruction of this nature based cleansing process.

Finally it is apparent that in rejecting Schemes B and C on these grounds, Scheme A also has at least one major drawback in its severing of the Pinhey Forest nature zone. If scheme A were envisioned as an alternative routing of 416, Action Britannia would recommend a re-analysis of the detail path of such a roadway to pass around this important ecological zone.

3.2.5 PUBLIC RECREATION LANDS

As the Regional Government talks increasingly of preserving and developing public recreation areas for expanding inner Greenbelt residential populations, it seems at the same time contradictory and untenable that precious parkland and irreplaceable waterfront recreation zones adjacent to the Ottawa River west of Britannia could possibly be envisaged as just another waterfront transportation corridor this precludes future regional public use as a public recreational zone.

The routing of Highway 416 west of the city into the Acres Road (Scheme B) or Greenbelt (Scheme C) Queensway linkage would directly lock future transportation decisions into consuming this invaluable public recreation resource. ACTION BRITANNIA IN REPRESENTING BOTH ITS OWN AND REGIONAL INTERESTS TO IMPROVE THE QUALITY OF LIFE IN THE OTTAWA-CARLETON DISTRICT SUPPORT THE PRESERVATION OF WEST BRITANNIA WATERFRONT LAND FOR RECREATION USE FREE FROM MAJOR ARTERIAL ROUTING. SCHEMES B AND C ARE FIRMLY OPPOSED ON THESE GROUNDS.

Other recreation resources indirectly harmed by Highway 416 Alternatives B and C are the Nepean Township Recreational Complex at Britannia Bay, and the City of Ottawas Recreational Lands at Britannia Park.

3.2.6 OTHER SOCIO ECONOMIC EFFECTS

The Interim Report specifically states that "disruption to communities, historical sites, wildlife, land access etc," were not "appreciably important" in their study of alternative Highway 416 routes. It has been and is argued here that this contention is incorrect and that when such indirect and secondary arterial implications of the routing of Highway 416 are considered these factors may serve to override many of the original seven (7) evaluation parameters of the interim study.

These secondary impacts will at least affect all residential areas north of the Queensway route and in many cases will affect others well to the east and west. What greater problems than: closing off meaningful future public access to the western Britannia Waterfront Recreational Area, or forcing the flow of major private and commercial vehicles through an historic and self ameliorating residential community, or running the same route adjacent to the natural wildlife district of Britannia Woods, could possibly be envisaged in an interim impact evaluation report. IN EFFECT THE FAILURE TO WEIGH THE MOST APPARENT SECONDARY IMPACTS OF HIGHWAY 416 ALTERNATIVES IS A MAJOR SHORTCOMING OF THE "INTERIM REPORT", a shortcoming which it is hoped will be corrected in future consultant submissions.

The noise evaluation parameter is itself important in this regard, and based upon preliminary research efforts into noise transmission adjacent open water(1).

Ingersleu, Fritz and Suane, Christian "PRELIMINARY STUDIES OF SOUND PROPOGATION IN THE LOWER LEVELS OF THE ATMOSPHERE." 6th Internation Congress on Acoustics, Tokyo 1968.

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3.2.6 OTHER SOCIO ECONOMIC EFFECTS con.

Action Britannia suggests that acoustical conditions around the total perimeter of Lake Deschenes could reach under certain conditions a level of 40 - 50 db continuously with the insertion of the Britannia Arterial alone. With commercial traffic an eventual necessity over such a route, night time noise would violate all existing acceptable levels around the lake.

Action Britannia would call these concerns to the attention of Highway 416 route evaluators and would suggest that where waterfront traffic movement is necessitated either directly or indirectly from their alternative studies, that such alternatives be rejected as unsatisfactory and detrimental to maintaining or improving a reasonable residential quality of life.

3.3. THE OUTER RING ALTERNATIVE

Action Britannia could summarize its position on the Interim Reports Alternative Schemes by stating that it strongly rejects Schemes B and C on the grounds already covered, and that it could accept with reservation Scheme A if some of the existing deficiencies of such a proposal are overcome. It is apparent however, that in order to prevent the eventuality of "community opposing community" on the issue of a Highway 416 location it is prepared to support a fourth alternative scheme. The drawbacks of inter community battles, which provide fuel to consultants and politicians to rationalize and create scape goats for locational decisions to the net detriment of all, is not desired by the Action Britannia members. Indeed Action Britannia believes that only where communities can support the values of each other, can acceptable solutions be realized. In avoiding inter-community dissatisfactions and conflict a fourth alternative solution to the Highway 416 routing proposal is herein outlined.

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Most consistent with the stated transportation guidelines of the Action Britannia members would be the termination of Highway route 416 to the south of the city near a Woodroffe Avenue intersection with subsequent connections to the adjacent north-south Arterial routes of Fisher Avenue, Merivale Road, Greenbank Road and Cedarview Road. These five north-south Arterials would be sufficient at present and in an improved four lane condition to handle and filter north-south access and egress traffic to Highway 416. With further urban growth to the south, the extension of the outer ring road would connect Highway 416 to all points in the Ottawa district and more equitably distribute traffic trip burdens, as well as preserve future options for various urban growth patterns.

Recommended Plan

Stage I (1975) - Construct route 416 from the south up to Woodroffe Avenue intersection near Fallowfield Road.
- Improve east-west flows from this juncture to Fisher, Merivale, Greenbank and Cedarview Arterials.

Stage II (1985) - Construct outer ring road to complete Highway 416 connections to full city region.

3.3. THE OUTER RING ALTERNATIVE con.

The proposed outer ring road termination of Highway 416 is recommended as the most equitable solution direction for the Highway 416 controversy. It is an alternative which all communities in the east and west might most uniformly accept. It would go furthest towards preserving the quality of life in all Ottawa and region residential districts, and it would lead the way to establishing a policy of thruway termination outside urban build-up boundaries which has for instance been recently adopted in such major North American cities as Toronto and San Francisco.

ACTION BRITANNIA SUPPORTS STRONGLY THE OUTER RING ROAD TERMINATION PROPOSAL FOR HIGHWAY 416, AS THE SOLE PROGRESSIVE ALTERNATIVE FOR THE RMOC DISTRICT.

3.4. CONCLUSION

In summary Action Britannia finds it hard to accept many of the limited frames of reference and evaluation criteria employed in the "Interim Report" of the Highway 416 study proposals. Especially lacking are any efforts at analyzing and evaluating indirect arterial and community impacts of alternative Highway 416 proposals. Further lacking on the study teams part seems to be a scholarly effort to question the bounds of the original mandate handed the consulting team. These shortcomings have produced a limited set of Highway alternative proposals into which a political decision making body can irrevocably seek refuge and rationalize away other possibly more enlightened transportation alternatives.

Action Britannia strongly rejects the proposed alternative highway Schemes B and C based upon their impacts on important local residential quality and regional waterfront recreation and wildlife spaces, as well as their contradicting pressures whereby regional highways would consume important land in a fast expanding residential district where valuable recreation assets are becoming increasingly necessary.

Action Britannia rejects the rationales behind the proposed Britannia Arterial route which would connect into 416 Scheme B at Acres Road and the Queensway, and rejects any routing of Highway 416 which produces further demands for such an Arterial. The regional public interest would not be served by precluding other uses of the irreplaceable Britannia waterfront due to unanticipated roadway impacts.

The members of Action Britannia support instead a termination of the proposed Highway 416 south of Ottawa around the intersection of Woodroffe Avenue and the Fallowfield Roads. Improved connections between 416 and the adjacent north-south Arterials of Fisher Avenue, Merivale Road, Greenbank Road and Cedarview Road is simultaneously foreseen to economically disperse and distribute traffic flows around residential areas. The future development of the outer ring road would further allow access and egress to/from route 416 in the most equitable and environment conserving manner.

The members of Action Britannia are appreciative of the opportunity to express their views and hope that their viewpoint will be closely evaluated by both concerned consultants and politicians.

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Mr. J. M. Wright,
Planning Commissioner - RMOC
222 Queen St.,
Ottawa

6 April 84

OTTAWA-CARLETON RECEIVED APR 9 1984 PLANNING DEPARTMENT

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Dear Mr. Wright.

I am responding to your letter of 8 March 1984 to leaders of community associations. Be assured that Britannia will be presenting a brief to you by 18 May 1984. But, in the short time between now and then, we would like your help and co-operation in several areas.

Firstly, there is the practical matter of support services. I am writing this letter by hand because of the urgency to get matters rolling, but would appreciate secretarial and other services to be made available.

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Secondly, there is the matter of meeting with your staff. Contact has been made informally and they have been most helpful. I would ask that toward the end of this month, and in early May they be ready -

and available for meet with us to:

(i) set out the assumptions used to run your transportation model(s) in 1974 and 1984, and how they have varied since then (1974) to present;

(ii) detail how survey data has been used, and the simplifying assumptions inherent;

(iii) if practical, re-run the model to provide analyses of specific issues.

I have been able to get a "working copy" of your transportation component study (#14), and find it a bit too general: further documentation would be appreciated. As to data, cross-commuting patterns — TO/FROM Kanata — TO/FROM OTTAWA CORE would be appreciated, as regarding single and dual wage-earning spouses: i.e. at the Feb. 84 public meeting with Mr. Tunnicliffe, a resident did state that Kanata traffic can't be internalized there, even with "high tech." because both spouses must work — the one there, the other in downtown Ottawa. The implications of these and other socio-economic factors,

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I hope will be explored further with your staff

There is a third area, that of assumptions used in your strategy report, and in the Official Plan.

A. WHAT IS A CONCEPTUAL LINK (page 3-19) Official Plan — and what is the process for "the designation in the plan (to be) amended", as to timing, etc on same page

B. WHY IS ONE BRITANNIA "CONCEPTUAL LINK" (ie BRITANNIA PARKWAY) COSTED FOR SUBWAY, BUT NOT SHOWN AS SAME IN FIG 7 - "transportation" - WHILE THE DESCHENES BRIDGE REMAINS A CONCEPTUAL LINK? WHO MADE THE DECISION TO ALTER "THE DESIGNATION"? from the Official Plan - map #C (schedule)?

We would like a clarification very soon so that we could initiate meaningful dialogue with your staff. As well, more details on the "options testing exercise" eg. technical reports, etc. would also be appreciated.

We intent to dialogue on a technical, as well as a general basis with your staff to ensure that Britannia provides the best possible input to your review process. Yours sincerely,

C.M. CATTERALL

J.L. Country - Britannia Land Services Chairman.
219 Lincoln Heights Rd

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BRIEF
with respect to the
R.M.O.C.
OFFICIAL PLAN REVIEW
REGIONAL DEVELOPMENT STRATEGY

Prepared on behalf of

CAMPEAU CORPORATION

By

PROJECT PLANNING ASSOCIATES LIMITED

MAY 18, 1984

CAMPEAU
CORPORATION

JOURNAL TOWER SOUTH, 365 LAURIER AVE., WEST, SUITE 200, OTTAWA, ONTARIO K1P 5K2
TELEPHONE (613) 236-0132, TELEX: 053-3303

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May 17, 1984

Mr. J. M. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
OTTAWA, Ontario
K1P 5Z3

Dear Mr. Wright:

Campeau Corporation greatly appreciates the opportunity to assist in the Regional Official Plan Review process. As the owner of substantial land holdings in the South Urban Community designation in the City of Gloucester, we are, of course, keenly interested in the formulation of policies which affect their development.

We sincerely trust that this Brief will prove to be helpful in your task. You may rest assured that Campeau Corporation continues to be ready to work with the Regional Municipality and the Cities of Gloucester and Nepean, with the objective of planning and developing the South Urban Community as a place of excellence and lasting value.

Yours very truly,

CAMPEAU CORPORATION

for V. K. Whittaker
Vice-President

VKW:pl
Enclosure

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1.0 INTRODUCTION

The Regional Municipality of Ottawa-Carleton has initiated a review of the 1974 Official Plan. As a basis for this process it has prepared a Discussion Paper and has invited interested parties to comment on the matter.

Campeau Corporation owns some 970 ha. of land in the City of Gloucester within the South Urban Community designation of the Official Plan. The Corporation made representations to the Region when the 1974 Official Plan was being prepared, as well as before the Ontario Municipal Board's hearings which resulted in the Plan's approval. We continue to have a deep, long-term interest in the sound development of all parts of the Region and are committed to its betterment and growth. We, therefore, welcome the invitation to participate actively in the current review process, with the objective of assisting in the formulation of policies and their subsequent implementation, which reflect the Region's needs and opportunities to the year 2001 and beyond.

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2.0 OFFICIAL PLAN REVIEW DISCUSSION PAPER

In March 1984, The Regional Municipality's Planning Department published a Discussion Paper as the basis for a thorough review of the Official Plan of the Ottawa-Carleton planning area of 1974. This Paper outlines the issues which must be taken into consideration in preparing official plan changes to guide the Region's growth until the year 2001. It is an excellent document it clearly and concisely identifies recent trends and projections for the future and it objectively discusses the options for development during the next decade and a half.

2.1 Growth and Development Trends

While the absolute population growth in the Region has not been as rapid as was expected, a number of important factors have emerged which have affected the area's basic urban structure. The per capita amount of urban land is rising sharply as a result of smaller households, lower residential densities and larger areas of land used for urban amenities, employment facilities and institutions. The strictly limited land area inside the Greenbelt is causing a rapidly increasing proportion of residential and employment growth outside the Greenbelt. The Region is attracting an unusually large number of new jobs, at a rate which is higher than all other major cities in Ontario and most of the new jobs are being created by private sector industries and services, rather than by the federal government.

4.2 The Urban Community Concept

These development trends in the Region have resulted in one of Canada's most interesting and exciting new forms of urban structure -- the new satellite town or regional city, or the urban community, as it is now called in Ottawa-Carleton.

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In 1950, the Government of Canada adopted Greber's plan for the National Capital, which established the Ottawa Greenbelt as an open space limit around a city, designed for 500,000 residents in 1995. During the 1960's, however, it became clear that Ottawa's urban population would grow well beyond this half-million mark, giving rise to the National Capital Development Concept of 1967, prepared for the NCC and CMHC by Project Planning Associates Limited. While Greber envisioned that growth outside the Greenbelt would be directed towards more distant existing towns and villages, the 1967 plan proposed a series of regional cities on the Greenbelt's outside edge. This resulted in the urban communities of Kanata and Orleans, in the precise locations foreseen by the National Capital Development Concept.

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The fundamental purpose of the urban community concept is, of course, to provide the means whereby a large city can continue to evolve -- while keeping the social, financial and physical problems of urban growth to a minimum -- by creating a carefully designed system of attractive, human-scale, economical and identifiable new urban living and working environments, within a metropolitan framework. The Region's 1974 Official Plan adopted this concept, and its further implementation, after a decade of direct experience, is one of the major components of the current review.

1 A key factor for the Region is the development of substantial new employment and housing areas in the urban communities, as the single most effective means of reducing traffic congestion inside the Greenbelt, because it reverses the common urban trend of overloading the systems due to increasing volumes of one-way peak-hour movement. To optimize the benefit created by the urban communities however, they must be located in several areas on the Greenbelt's periphery and developed simultaneously, rather than sequentially. While it is recognized that optimizing transportation must be tempered with other considerations, the Discussion Paper makes it clear that

expanding the number of urban communities at this time will have a significant, beneficial effect on maintaining and improving the quality of the urban environment inside the Greenbelt.

2.3 The South Urban Community

The increasing rates of growth in Kanata and Orleans to date have clearly demonstrated the desirability of the urban community concept. The Region's Discussion Paper points out, however, that the East and West Urban Communities are generating a serious problem inside the Greenbelt, by overloading the east-west transportation facilities. Consequently, the need for the more rapid growth of the South Urban Community in Gloucester and Nepean is now obvious, to balance expansion in the east and west. Now that the basic infrastructure has been constructed in Orleans and Kanata, and having reached a population and employment size tending towards self-generating further growth, it is timely for the Regional Municipality to give positive encouragement to urbanization in the south.

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The need for urban development south of the Greenbelt was first recognized in the 1967 Development Concept, which proposed two full communities in this area, one on each side of the Rideau River. Subsequently, the Regional Official Plan also located an urban community in this area, to be developed as a second stage, once Orleans and Kanata were initially established.

A total commitment towards the early development of the South Urban Community will result in a number of specific advantages.

Firstly, it will enable the Region, the Cities and the affected land owners to prepare specific plans for the South Urban Community and for the infrastructure through which it is connected to other parts of the urban area. The sooner this is started, the better the opportunities to avoid the need for

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2 future modifications and disruption of existing development. (It should be noted that the current transportation problems in the central urban area, generated by Kanata and Orleans, were anticipated from the outset and could, theoretically, have been substantially lessened if the concept had been adopted at a much earlier stage of Ottawa's development).

Secondly, further growth in the south will commensurately decrease the urban expansion rates elsewhere, providing more time to resolve pressing current problems.

Thirdly, it will enable earlier utilization of infrastructural facilities which now exist or are about to come on stream. Once public resources have been invested in oversized facities, their earliest possible use must be encouraged.

Fourthly, and by no means the least advantage of an early start on the South Urban Community, is that it presents a strong opportunity for significant employment development in the vicinity of the airport. A number of recent studies have pointed to the importance of the airport for Ottawa's industries and businesses, and there is little doubt that the South
3 Urban Community will provide an immediate impetus for a major business park in Gloucester.

4 In suggesting an immediate start of the South Urban Community, the Discussion Paper also recognized the need for detailed planning to formulate its structure and the location of its principal components -- the residential and employment areas, the town centre and the major infrastructure elements. Several important factors must be taken into consideration to arrive at a sound planning and development policy: -

. The Rideau River provides an outstanding opportunity to meld the Gloucester and Nepean parts into a single unified community. The open spaces, and the movement and community facilities systems of the two areas can and

should be designed so that they orient themselves towards the river, instead of turning away from it, as has so often happened in the past. The river and its edges should be the community's central focus -- a concentation of activity and urbanity, which makes optimum use of the natural environment of the river.

- While the alignment of Highway 416 along the south community's west side, leading to Acres Road, has the advantage of minimizing disruption in existing neighbourhoods, it is significantly to the west of the major travel desire lines and it adds to the congestion on Ottawa's east-west transportation system. This suggests that early growth on the Nepean side of the South Urban Community should not be unduly accelerated before the capacity of the transportation facilities to the north have been expanded.
- Early development on the Gloucester side will locate new housing and employment further to the east in the Region, more closely related to the urban area's central north-south axis. This will have the effect of distributing the movements generated by the South Urban Community more evenly over the existing transportation systems, until longer-term remedial actions can be implemented.
- And finally, the airport provides excellent opportunities for the development of new employment, because high quality business relies increasingly on air transportation and communication.

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2.4 Conclusion

In conclusion, we definitely concur with the Discussion Paper's view that further development of urban communities outside the Greenbelt is the preferred strategy, instead of undue continued growth in the existing urban area. The optimum use of public transit is an additional means of minimizing disruption in existing communities; this virtually necessitates the concentration of housing, and community and employment facilities

near transit stops, which can be much more readily accomplished in new communities, rather than established urban areas. We are also in full agreement that an early start of developing the South Urban Community is now extremely timely and beneficial.

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3.0 THE DEVELOPMENT POTENTIAL OF THE SOUTH URBAN COMMUNITY, GLOUCESTER PART

Within the general area which has been indicated for the South Urban Community in the Official Plan for Ottawa-Carleton, the lands on the Gloucester side of the Rideau River have the potential for development at an early stage. Regardless of the community structure which is eventually decided upon for the South Urban Community, the lands bounded by the river, the airport and Rideau Road should be a part of the overall community. Due to a number of factors, these lands can and should be developed at an early stage.

The advantages of the Gloucester portion of the South Urban Community in general and the Campeau Corporation lands in particular are described under the following headings in this section of the Brief: -

1. More balanced growth and traffic patterns;
2. Airport-related industrial employment;
3. Environmental characteristics;
4. Land characteristics;
5. Water and sewage; and
6. Development ability.

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3.1 More Balanced Growth and Traffic Patterns

The Gloucester portion of the South Urban Community lies closer to Ottawa's central north-south axis than any other designated residential areas outside the Greenbelt. As such, it has the potential to most effectively balance the growing east-west traffic problems in Ottawa with a counter-balancing north-south traffic pattern. The role of this part of Gloucester as a potential major north-south traffic generator is emphasized by the proposed alignment of Highway 416, which is more westerly than originally conceived. Since

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8 Highway 416 will join the Queensway at Bayshore it will add to the existing east-west traffic problems on the Queensway and contribute to the need for early remedial east-west supplements to the Queensway in West Ottawa. Due to the proximity of the Nepean portion of the South Urban Community to Highway 416, it is inevitable that much of the South Nepean-Ottawa traffic will use Highway 416 and hence contribute further to the already existing east-west traffic problems. This will reduce the function which Nepean could otherwise serve as a counter-balancing north-south traffic generator.

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9 The existing road network connecting the Gloucester part of the South Urban Community with Ottawa has sufficient spare capacity to absorb the early phases of residential and employment development south of the airport. River and Limebank Roads on the west side of the airport connect directly to the Hunt Club Road which, with the construction of the bridge over the Rideau River, will serve as a partial inner ring road, until the construction of the Southern Parkway (Inner Ring Road). Pine and Leitrim Roads connect to Albion Road east of the airport, providing an alternative existing route to the inner city.

10 It is noteworthy that in the Regional Development Strategy Discussion Paper, Appendix 5, the transportation analysis reveals that the road network comprising the Leitrim-Ramsayville traffic screen line, ie. relating to Gloucester development, has the most short term and long term surplus capacity of any of the other screen lines in the Region. Although the potential South Urban Community in Gloucester was not included in the analysis, there is considerable capacity in the existing network for the development of the Gloucester part.

11 On the basis of our preliminary analyses, it appears that the existing road network, with possible surface and intersection improvements, could accommodate up to 2,000 additional housing

units south of the airport in Gloucester. With the relatively minor addition of one mile of 2 lanes to River Road, between Hunt Club and Limeback Roads, up to an additional 1,500 housing units could be added south of the airport. These housing units would be in addition to proposed industrial development in Gloucester, which would counter-balance the residential traffic flows rather than adding to them.

In the long-term, the Gloucester portion of the South Urban Community will be served by the Outer Ring Road. The community could also be connected to the Airport Parkway, although this has not been indicated in existing plans by either the Region or the National Capital Commission.

Transit service can be comparatively easily and economically extended to the Gloucester part of the South Urban Community from the transitway which is currently planned to end at Hunt Club Road, adjacent to the Airport Parkway. The extended transitway could serve both the airport and the Gloucester development. The Woodroffe Avenue transitway can also be extended southward to the Nepean side of the South Urban Community, although it will have more compensation due to existing development than the airport transitway. The two south legs of the transit system could link up across the river in the South Urban Community and thereby provide a continuous transit loop.

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3.2 Airport-related Industrial Employment

Airports are one of the strongest generators of industrial development in modern cities, as can be seen in Toronto, Montreal and Winnipeg. This may be due in part to the locational attraction of the airport and in part to the permissibility of industrial development within airport noise zones.

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One of the major objectives of the R.M.O.C. Official Plan is that the three urban communities must generate enough local employment opportunities to qualify as "satellite" communities, which are relativly self-sufficient, rather than residential "dormitories". An activity rate of 35% is considered the minimum acceptable ratio of jobs to population for the three urban communities. This level of local employment will significantly reduce the traffic flows to and within the inner city. The industrial development outside the Greenbelt will also generate outward-bound traffic flows which will counter-balance the main inward-bound traffic and hence contribute to more efficient use of existing transportation facilities. At present, only Kanata of the three urban communities achieves the desired activity rate, with 39% compared to 10% in Orleans and 6% in Barrhaven.

The area directly south and west of the airport provides an ideal industrial location, taking advantage of both the proximity to the airport and permitting development within the noise cone of the future east-west runway. The site is also close to the existing CPR rail line and the future Outer Ring Road. The proven ability of airports to attract industrial development suggests that the Gloucester portion of the South Urban Community should be able to generate sufficient industrial employment to achieve the 35% activity rate.

3.3 Environmental Characteristics

The Rideau River is considered to be environmentally sensitive with respect to storm water runoff, and hence must be protected from potential pollution. While urban development is often considered the greatest potential danger in terms of storm water, runoff from agricultural lands can actually be worse than well planned urban development. Current planning, engineering and development practice can ensure that urban storm water runoff will add no pollution to the receiving

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river. This can be achieved by specially created storm water retention lakes, such as Lake Aquitaine in Meadowvale, Mississauga, and by smaller detention ponds or swales, which can be planned as part of a community-wide open space and recreational network.

The topography of the land south and west of the airport is suitable for successful storm water management. The land is gently sloping and is bisected by the Mosquito Creek, which could be dammed to create a retention lake, with a siltation pond, and could be a recreational focus of the community. At the point where the Mosquito Creek flows into the Rideau River, a dissipator structure could reduce the rate of flow and the resulting turbidity in the river during periods of high runoff.

3.4 Land Characteristics

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While the land on both sides of the Rideau River is conducive to urban development, the land east of the river may generally be more suitable for earlier and more intensive development. The land east of the river generally consists of Classes 2 and 3 agricultural land with a few small patches of Class 1 land. The land west of the river also consists mostly 13
of Classes 2 and 3 agricultural land, but also includes larger and more continuous sections of Class 1 land. If any land is to be kept in agricultural useage until urban development is appropriate, it is the Class 1 land which is most scarce. This suggests that earlier development of the Gloucester portion of the South Urban Community may be more appropriate.

Both sides of the Rideau River also have underlying strata of Leda Clay. However, soil investigations indicate that the clay on the east of the river has a shear strength of 1,000 14
pounds per square foot, compared to the softer clay on the west of the river which has a shear strength of 500 pounds per

square foot. This indicates that the clay substrata east of the river will be more appropriate for more intensive development than the clay substrata west of the river, although additional soil investigations will be required in both areas.

3.5 Water and Sewage

Basic water and sewage infrastructure will be extended to the South Urban Community as part of the Regional capital works program. Once the main basic water and sewer lines have been extended to the area, trunks will have to be extended to both the Nepean and Gloucester development areas.

The main water supply will be extended to elevated tanks at the Jock River in Nepean and near Manotick in Gloucester by 1990. The West Rideau sanitary sewer collector will be extended to the outer edge of the Greenbelt. From there, sewer trunks will be extended to Manotick on both sides of the Rideau River, along the Mosquito Creek in Gloucester and along the Jock River in Nepean.

3.6 Development Ability

The Campeau Corporation has an excellent urban development record in Ottawa-Carleton, both for residential and industrial areas, particularly in the Kanata West Urban Community.

The Campeau Corporation also holds the main block of land which would comprise the first phase of the Gloucester portion of the South Urban Community. The Region can, therefore, be assured that the early development of these lands will result in a high quality residential and employment-generating industrial environment.

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4.0 CONFIGURATION OF THE SOUTH URBAN COMMUNITY

While the Discussion Paper arrives at the conclusion that substantial benefits may be achieved from channeling urban growth to the south, particularly with respect to east-west transportation problems in the central area, it raises some issues which need resolution, including the implications of Highway 416 and the configuration of the new community.

With respect to Highway 416, it appears likely that this will add more traffic onto the Queensway. However, it seems to be inevitable that the traffic problems inside the Greenbelt will increase in any event, if further urbanization is limited to the central area and the East and West Urban Communities, while growth in the south, and especially employment growth, will tend to ameliorate the problems by changing peak-hour traffic patterns.

Regarding the South Urban Community's configuration, the Discussion Paper asks such questions as: - should the town centre straddle the Rideau River or should there be two centres away from the river; should the two parts of the community be moved closer to Highways 416 and 417, and how would this affect the town centre; and what about the problem of the loss of agriculture land?

We firmly believe that the Rideau and Jock Rivers should be seen as unique features for the South Urban Community and should be carefully and sensitively integrated into the urban fabric. Instead of regarding them as obstructions and the sources of unnecessary costs due to bridging, they should be valued as priceless assets which will provide daily delight for future generations of urban residents. One only needs to look at the Ottawa River, the St. Lawrence in Montreal, the Thames in London (and in Stratford, Ontario) and the Seine in

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Paris to recognize what an invaluable asset it is to have a river in a city. In cities where the river or waterfront has been pushed out of sight by industrial and railway uses, as in Toronto, Hull, Winnipeg and Vancouver, enormous sums are now being spent to correct these errors of the past.

This suggests that the Nepean and Gloucester parts of the community should both be located close to the rivers, although this does not necessarily mean that the town centre should straddle the Rideau. We do not believe that it will be practical to develop the Nepean and Gloucester parts as two separate and distinct entities, each with its own town centre. With a total population in the range of 75,000 to 100,000 residents, separating the community into two similarly sized parts would make it quite difficult to provide both with a strong town centre; both parts would provide too small a market or service area for sufficient retail, office and public facilities components. This in turn would lessen the possibility to attract higher density housing near the town centres and, therefore, they would generate too few riders for an effective transit system. Moreover, if the current policy is maintained that the Gloucester side should have about one-third of the community's population and Nepean two-thirds Gloucester's town centre would be entirely too small and Nepean's would probably still not be large enough.

We must, therefore, conclude that the best solution appears to be to locate a single town centre close to the Rideau, to serve the whole South Urban Community. We envision that this can be achieved without unduly reducing the open space area along the river's edges, although the two parts of the community should extend somewhat into the edge areas near the town centre, to ensure a close functional and visual connection between them. To the north and south of this central connecting point, the river banks can then be used as urban parks

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and other forms of open space. While several bridges may be required as the community grows to maturity, one or two crossings will probably suffice for a number of years.

Placing the two parts of the South Urban Community near Highways 416 and 417, respectively, would be a quite undesirable solution. It is true that certain commercial enterprises value visual exposure from a freeway for advertising purposes, however, most are only interested in a location with good regional access. On the other hand, residential areas should be well away from the noise of highway traffic. Provided, therefore, that there are convenient access arterials from the interchanges to the community, and particularly to the employment areas, direct adjacency of the freeway is neither necessary nor desirable, and proximity to freeways is certainly a great deal less important for the community than a close relationship to the amenities of the rivers.

Regarding the loss of agricultural land, we believe that locating all or part of the South Urban Community away from the Rideau and/or significantly further south of the Greenbelt will provide little if any benefit, because of the pattern of agricultural land classifications in the area. Not until we reach the area near Highway 417 do we find a significant amount of land with a lower classification. The problems associated with this location were, of course, extensively examined in the process of approving the 1974 Official Plan, as a result of which it was rejected.

The Campeau Corporation lands consist of 970 hectares directly south of the Greenbelt and the airport. They are generally bounded by Leitrim Road on the north, Rideau Road on the south, River Road on the west and Bowesville Road on the east. The Campeau lands contain most of Mosquito Creek, but do not include any Class I agricultural land.

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The location and characteristics of the Campeau lands make them ideal for the second phase of the South Urban Community development, the Barrhaven area being the first phase. Regardless of the final extent and form of the total South Urban Community, there should be at least one sub-community, or at least 35,000 population, located on the Gloucester side of the river. This Gloucester sub-community should be located adjacent to both the Greenbelt and the Rideau River and hence will generally coincide with the Campeau lands.

A plan for the Gloucester sub-community, containing the Campeau lands, can proceed independently of the total final South Urban Community plan. The Gloucester sub-community plan can be considered a module of the total community plan and can easily feature sufficient flexibility to be adaptable to the limited number of possible alternative configurations of the South Urban Community.

The Discussion Paper suggests in its Summary that future growth outside the Greenbelt should be confined to the East and West Urban Communities until the best configuration for growth south of Greenbelt is resolved. While the value of careful planning cannot be denied, we believe that such a course of action would be quite counter-productive. A delay in the commitment to undertake an early start on the South Urban Community will exacerbate the east-west transportation problem and a detailed analysis of the several configuration options for the community is not so complex that it cannot be completed in a relatively short period of time.

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5.0 CAMPEAU CORPORATION'S COMMUNITY DEVELOPMENT CAPABILITY

Campeau Corporation continues to be committed to the principle of contributing significantly to the Region's sound development. It has substantial residential, industrial and commercial land holdings which are yet to be developed in all parts of Region, including some 970 ha. in the Gloucester part of the South Urban Community, immediately south of the Greenbelt and the airport.

Since 1970, Campeau has been the developer-builder of Kanata, which is generally recognized as one of Canada's most desirable and successful new urban communities. The residential neighbourhoods south of the Queensway and the Kanata North Business Park in particular, are outstanding examples of how the company, in very close cooperation with the City of Kanata, has implemented the goal of excellence in urban design and development. The community's ability to attract a large proportion of Ottawa's high-tech industries, to the point where Kanata is now referred to as Silicon Valley North, attests to its economic viability and its great desirability as a place in which to live and work.

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During the past several years, most of Canada's major new town developers, including Cadillac Fairview, Markborough Properties and Nu West, decided to dispose of most of their new community land holdings in Canada, or at least of the parts intended for housing. In contrast, Campeau has retained its substantial residential lands in Kanata and Gloucester. It is currently preparing detailed plans in Kanata and sincerely hopes to be able to do so in Gloucester in the very near future.

As an experienced developer of new communities, Campeau Corporation thoroughly understands that the formulation of

policies and the plans for their implementation, must be a cooperative process between the Regional and Local Municipalities on the one hand, and the owner(s) of a substantial part of the community's land on the other. The interest of the community's existing and future residents and those of other parts of the Region, must be carefully coordinated with the owner's financial objectives and resources to arrive at realistic optimum solutions. Such long-term collaboration between the public and private sectors is virtually the only way in which truly successful new communities can be developed in Canada. While there are examples of new communities built on a large number of relatively small land holdings, the most successful ones have invariably been those where most of the land was first assembled by one or a few responsible and experienced developers, with sufficient resources. Only then can an appropriate balance be achieved among well designed residential, employment, town central and open space uses, as well as an appropriate balance between revenue and tax producing lands and those dedicated to the public.

As the owner of almost 1000 ha. of land in Gloucester, properly located to produce both residential and employment development, Campeau Corporation is therefore confident that it can, in cooperation with the respective municipalities, make an impor- important contribution toward creating the South Urban Community in the near future.

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6.0 CONCLUSION

The Discussion Paper points clearly to the conclusion that early development of the South Urban Community is necessary to balance urban growth in the Ottawa-Carleton Region. Continuation of expansion exclusively in the central area and the East and West Urban Communities will cause increasingly serious and disruptive transportation problems, which are costly to solve and will in any event result in a creeping deterioration of the living environment inside the Greenbelt. The basic policies established in the 1974 Official Plan have resulted in infrastructural systems designed for the South Urban Community, so that its development can now readily proceed. 15

The urban community concept, as established in the Region, has already proven to be one of the most successful forms of urbanization which has yet been devised. It enables rapid, long-term urban expansion to take place without the concommitant pressures for socially, environmentally and financially costly redevelopment in the central area and it creates suburban communities which are economical, convenient and attractive. The Greenbelt and the open areas which separate the urban communities ensure that all city residents can live in close proximity to rural land and extensive recreational areas, and this, in turn, creates a powerful magnet for high quality employment areas in the communities.

The South Urban Community, as established in the 1974 Official Plan, represents an excellent location with unusual opportunities for immediate implementation. Much of the infrastructure is now present or can be readily extended to serve the area. The airport provides the impetus for a high quality employment area to rival the high-tech business park in the west.

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Barrhaven is the first phase of the Community's Nepean part, and the Rideau and Jock Rivers can make the South Urban Community into an outstandingly handsome and desirable place in which to live and work.

In the Gloucester part of the South Urban Community, Campeau Corporation's ownership of about 1,000 ha. next to the airport ensures that implementation can be commenced as soon as the necessary policies and infrastructural elements are in place. With its proven record and resources, the Corporation is one of the most significant factors in enabling the Region and the Cities to achieve their objectives.

We, therefore, urge the Regional Municipality to proceed with the Official Plan Review and the subsequent policy amendments to enable the earliest possible initiation of the South Urban Community.

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LOCAL TOPOGRAPHICAL MAP

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CARLINGTON
HOME
OWNERS
ASSOCIATION

Carlington — in the heart of the city, minutes away from the farm, bicycle paths and skiing

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BY HAND

1155 Dorchester Ave.,
Ottawa, Ont. K1Z 8E3
May 17, 1984

OTTAWA-CARLETON
RECEIVED
MAY 18 1984
CLERK'S DEPARTMENT

Barry O'Gorman,
Secretary,
Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen St.,
Ottawa, Ontario.

Dear Mr. O'Gorman,

Re: Discussion Paper on Official Plan Review - Regional Development Strategy

We wish to offer the following comments on the subject Discussion Paper which I understand is scheduled for consideration by the Planning Committee on May 29, 1984.

Our Association is particularly concerned about the potential costs and impact of further development of the South Urban Community.

Leaving aside such significant costs already identified for additional water, sewer and road facilities, we feel that full consideration should also be given to the disruptive effect of road expansion on existing communities to the north.

We note, for example, that the list of potential road developments on page 51 of the Discussion Paper includes an allowance for widening Fisher Ave. from Baseline Rd. to Holland, at a projected cost of $2.1 million. Such a measure would not only have a disruptive effect on the densely populated community of apartment dwellers and home owners lying west of this portion of Fisher Ave., it would also likely add a significant additional traffic burden to Island Park Drive, Holland and Parkdale.

The assumptions concerning population growth are also a matter of some concern. "Baby-boomers" would appear to form a significant portion of the growth in households in the three urban communities outside the Greenbelt. However, now that many of these baby-boomers have been accommodated, is the growth in new households likely to continue at the same rate? 1

On page 46, the Discussion Paper notes that while the population growth rate has fallen over the past decade, the amount of travel has increased. "Simply stated, more people are making a journey to work (and return) every day." This is a factor of an increased participation rate in the work force over the past decade. However, it seems open to question as to whether we are likely to witness the same growth in the participation rate in the years ahead. As an example, it is interesting to note on page 14 that "in the next few years the actual numbers of births are expected to increase -- but only because of the large numbers of women in the 15-49 age group." To what extent will these new mothers be returning to the work force? 2

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What will the impact of office automation be on participation rates? Will new communications technology open up possibilities for more work to be done in the home, reducing the need for trips to and from a central work place?

The Discussion Paper is a thoughtful and stimulating basis for exploring the issues surrounding further Regional Development. We appreciate the opportunity to comment and ask that we be kept informed of the progress of the Regional Development Strategy.

Yours sincerely,

Gordon MacMichael

Gordon MacMichael,
President,
Carlington Home Owners Association.

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Civic Hospital Area Homeowners Association

17 May 1984

Mr. N. Tunnacliffe, Director
Policy and Program Division
Planning Department
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario K1P 5Z3

re: Review of RMO-C Official Plan

Dear Mr. Tunnacliffe:

We welcome this second opportunity to offer written comments on behalf of this community.

Further to our letter of 17 February 1984 on the above subject (copy attached), we would now like to make a few statements in response to the RMO-C report "Regional Development Strategy: A Discussion Paper."

In your letter of 21 March 1984, you stated that the official plan review "is concentrating on broad issues such as the location of new urban development, employment distribution and the need for regional investment in roads, transit, water and sewers." However, with reference to pages 50 & 51 of the "report", it appears that some very specific and detailed planning is going into roadways; some of which impact on our community. For example: the proposal to double the number of lanes of Fisher Avenue from Baseline to Carling will increase the adverse traffic impacts for residents of our north-south streets.

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As you are aware, we are bordered by a six-lane arterial (Carling) on the south and a developing eight-lane freeway (the Queensway) on the north. Our community can not survive as a viable residential neighbourhood if in addition it is further inundated with more north-south traffic on Island Park, Holland and Parkdale. We question the need of doubling the vehicle capacity of Fisher Avenue. 1

We understand that two detailed documents are now being prepared by the RMO-C in support of the review process. We would very much like to receive the "Road Right-Of-Way Protection Policy" and the "Transportation Component of the Regional Development Strategy" (over 70 pages) when they are available.

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10 Gwynne Avenue, Ottawa, Ontario K1Y 1W8 Telephone 728-9056

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2 While we appreciate the intention of this review process to focus on issues of a "macro" nature, we would urge that thought be given to the potential impacts that any such recommendations might have at the community level. The need for closer liaison with the City of Ottawa has already been highlighted in the last paragraph of our previous letter.

We look forward to continued participation in this review process.

Yours truly,

for E.G. Meysick-Fracke,
President

cc - Alderman, G. Bird
Mayor, M. Dewar

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Civic Hospital Area Homeowners Association

February 17, 1984

Mr. N. Tunnacliffe, Director
Policy and Program Division
Planning Department
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario K1P 5Z3

Re: Review of RMO-C Official Plan

Dear Mr. Tunnacliffe:

The following comments are in response to the printed information and telephone inquiry we recently received from your office.

ZONING

The Civic Hospital Area contains over 1,200 households (primarily R-3 single family) in the area bounded by Carling and the Queensway, Bayswater and Island Park Drive. There are also some R-4 and R-5 sections. Recent development plans include "in-filling" of the R-5 areas on Carling and St. Mary's Church on Bayswater. Further "in-filling" is not considered desirable.

3

TRAFFIC

The Civic Hospital Area carries more than its fair share of regional traffic. Our boundary roads to the north, south and west serve major traffic functions.

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Problem:

There is too much north/south traffic through the area, particularly on Parkdale, which does not originate or terminate in the area. This creates noise, visual and chemical pollution plus safety hazards unbecoming a prime residential neighborhood.

Encouraging Signs:

- The RMO-C Official Plan dropped the notion of connecting Fisher to Parkdale Avenue across the Experimental Farm.
- The RMOC Official Plan downgraded the role of Parkdale Avenue.
- The recent expansion of the Ottawa Civic Hospital resulted in Carling being designated the point of entrance/exit.
- The MTC has placed a blue "H" sign on the Queensway eastbound before the Carling off-ramp.
- An RMOC study has shown that traffic from the west can access the Civic Hospital equally well by using Carling Avenue rather than Parkdale.

.../2

E.G. Meyelck-Frecke
10 Gwynne Avenue, Ottawa, Ontario, Canada K1Y 1W8, Tel.(613) 728-9056

- The new Truck Route System put a night time restriction on Holland Avenue and eliminated the notion of Parkdale as a truck route.
- The planned reconstruction of Merivale Road from Kirkwood to Carling offers new road capacity bordering this community.
- The discussions by RMOC and MTC concerning a Queensway west-bound off-ramp to Merivale Road south-bound.
- The Queensway Downtown Corridor study identifies a new roadway along the CPR tracks (near Preston Street) that would connect Queensway and Hull.
- The new Highway 416 is proposed for the Cedarview corridor.
- The south-west rapid transit line is in the Woodroofe area and can be extended to the South Urban Community without adverse impact on residential areas.

REGIONAL PERSPECTIVES

The Civic Hospital Area is unique in the large number of consistently high quality family properties that exist in close proximity to schools, churches, recreation and employment centres. It is possible to walk to work at the Civic Hospital, Experimental Farm, Energy Mines and Resources complex and Tunney's Pasture. Centretown is a short bicycle ride away.

The problems that can result from a failure to integrate land development and management with transportation planning is illustrated by the new medical tower being built at 1089-1097 Carling Avenue. This building adds to an existing medical enclave. None of these facilities have adequate access/egress with Carling. Consequently the residential neighborhood is suffering from unnecessary traffic.

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SUMMARY

The mandate of the Civic Hospital Area Homeowners Association is to maintain a high quality cohesive residential community. We see no need for any expansion of roadways within our community.

We look forward to participation in the review process for the RMOC Official Plan.

We do see a need though of City Planning branch and Regional traffic planners to get together to sort out traffic nightmares such as the medical towers at Carling between Parkdale and Holland and the impact of a development such as the Protestant Children Village and St. Mary's Church on residential streets.

Yours truly,

Original signed by:

E. Meysick-Fracke, President

178.

Civic Hospital Area Homeowners Association

18 June 1984

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Official Plan Review: Transportation Component
of the Regional Development Strategy

Thank you for a copy of the above Plan Review and the invitation to comment.

With reference to page 25, the widening of Fisher Avenue from Baseline to Carling, we question the need for this proposed construction. There is no specific evidence to support the widening of Fisher Avenue to four lanes, either now or in the future.

The doubling of Fisher Avenue would result in both environmental and social disruption, namely:
(1) reduced aesthetics for the Experimental Farm and the Driveway;
(2) property access/egress problems for Fisher Avenue residents;
(3) extra traffic on Fisher with a spill over to Island Park, Holland and Parkdale;
(4) extra noise, visual and air pollution on the above streets;
(5) dissection of the Civic Hospital Area by more through traffic.

It is important to remember that the intention of Amendment number 23 to the RMOC official plan is to ensure that there will be no major roadway or traffic flow through this area, doubling Fisher would be contrary to this principle.
There are numerous alternative roadways that connect Baseline to Carling e.g. nearby four-lane Merivale, there is also the Woodroffe Transitway and Highway 416 in the Cedarview corridor to handle future transportation requirements.

We urge RMOC staff and elected officials to consider how very inappropriate and unnecessary it would be to widen Fisher Avenue. We request that this project be eliminated from future transportation planning exercises.

Thank you

Yours truly

E. Meysick-Fracke, President

cc - Mayor Marion Dewar; Alderman Graham Bird

OTTAWA-CARLETON
RECEIVED
JUL 2[illegible] 1984
PLANNING DEPARTMENT

E.G. Meysick-Fracke
10 Gwynne Avenue, Ottawa, Ontario, Canada K1Y 1W9, Tel.(613) 728-9056

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830-O

Dalhousie Community Association,
755 Somerset Street West,
Ottawa, Ontario, K1R 7G3,
June 18, 1984.

Mr. Barry O'Gorman,
Secretary,
Regional Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario, K1P 5Z3.

Dear Mr. O'Gorman:

1 The Dalhousie Community Association is a brand new community association in Dalhousie Ward. Our founding meeting was held on April 16, 1984, barely one and a half months before the May 22nd. deadline for submissions on the Regional Development Strategy for Ottawa-Carleton. Clearly there was insufficient time for us to prepare a brief. Consequently, we made no interventions on May 29, yet, as we have read over the discussion paper prepared by the Region in March of this year, it is clear to us that there are profound and far reaching implications for future development in Dalhousie Ward if the Regional Strategy is adopted in its present form. We have learned that many other established and active community groups in the Region have had insufficient time to respond to your March discussion paper. Therefore, we join with several of our sister community associations in urging your committee to schedule another public hearing for October 8, 1984, at which time we would present a submission.

2 Our association has two primary concerns about the Regional Development Strategy: land density and transportation questions. We are troubled by the proposition, stated on page 34 of the discussion paper, that higher residential densities should be discouraged. On the contrary, our association believes in the need for more large scale housing development in Dalhousie Ward, notably in the vacant lands of LeBreton Flats, which would necessarily increase the housing density. We would like the time to develop this argument and present it before your committee.

3 Of any area in the Region, Dalhousie Ward faces the most extensive changes to its road network, namely: 1.the construction of a collector/distributor road system to service the Queensway, 2.the much advertised Bronson-Portage link, 3.the creation of an Albert Street bus mall and 4.the possible construction of a Champagne Arterial link before the end of this Development Strategy period. All these roadway changes are inextricably linked with each other; the decisions made in one area predetermine the design of the other three road systems. These transportation changes are of such magnitude that even a highly sophisticated community association would need at least six months to prepare a rational response to these matters.

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In closing, therefore, we want to stress that a more considered approach is needed for this Regional Development Strategy. Another public hearing in the Fall must be convened, be it in October or at some other time that suits the Committee. We thank you for your attention in this matter.

Yours sincerely

Ken Hollis

Archie Campbell/KH.

Dalhousie Community Association.

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830-0

May 24, 1984

Regional Municipality of Ottawa Carleton,
222 Queen Street,
Ottawa, Ontario K1P 5Z3

OTTAWA-CARLETON RECEIVED 10:00 MAY 25 1984 CLERK'S DEPARTMENT

Attention - Mr. Barry O'Gorman,
Secretary of the Planning Committee

Re: R.M.O.C. Regional Development Strategy Discussion Paper

Dear Mr. O'Gorman:

In review of the above discussion paper, the Downtown Rideau Board of Management identified the following areas of concern, which we would appreciate being taken into consideration. We list them in order of priority:

1. A need for an additional road capacity between the Central area and East urban community.
2. A need for transitway extension to East urban community (due to the growth expansion there) on a priority basis.
3. A need for transitway extension to West urban community.
4. A need for road improvements to relieve the inner section of the Queensway.
5. A need for additional road capacity into the core before a start of the South urban community.

The above unresolved issues have a negative economic impact on the downtown area which will result in a lower development and / or re-development and a further weakening of the downtown core economic base.

We hope you will find our contribution useful.

Yours truly,

DOWNTOWN RIDEAU BOARD OF MANAGEMENT,

Mathew M. McGrath,
Chairman
c.c. Mayor Marion Dewar

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Downtown Rideau Board of Management / Centre-ville Rideau Bureau de gestion
111-A Rideau, Ottawa Ontario K1N 5X1 Tel. (613) 235-0768

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OTTAWA-CARLETON
RECEIVED
MAY 18 1984
CLERK'S DEPARTMENT

1984 05 17

J. Barry O'Gorman
Secretary, Planning Committee
222 Queen Street, Floor 14
Ottawa, Ontario
K1P-5Z3

Mr. O'Gorman,

The attached brief has been prepared by a group of seven community associations to the east of Ottawa who have coordinated their efforts in order to provide a harmonious input to the Official Plan Review of the Regional Municipality of Ottawa Carleton. Our associations represent a major segment of the population in our area and hence we are confident that the RMOC will give ample consideration to our recommendation.

We are grateful for this opportunity to provide community input early in the planning process. Any questions regarding the attached can be addressed to myself at 239-4435 (day) or 824-8878 (night) or directly to any of the associations who have participated in the preparation of this report.

S. Verge
President
Convent Glen Residents Association

Attachment

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184.

BEFORE THE REGIONAL MUNICIPALITY OF OTTAWA CARLETON

OFFICIAL PLAN REVIEW

REGIONAL DEVELOPMENT STRATEGY

DISCUSSION PAPER OF MARCH, 1984

Brief presented on behalf of:

Blackburn Community Association, Queenswood Heights Community Association, Association of Residents of Orleans Wood, Villages Association (Chateleine Village), Beacon Hill North Community Association, Convent Glen Residents Association and Rothwell Heights Community Association.

(Hereinafter referred to as East End Community Associations (EECA))

Roger M Pyper
Blackburn Community Assoc.

Ian J. Murphy
Queenswood Heights Community Assoc.

Assoc. of Residents of Orleans Wood

Villages Assoc. (Chateleine Village)

Beacon Hill North Community Assoc.

Convent Glen Residents Assoc.

Rothwell Heights Community Assoc.

Property Owner

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1.1 Preface

This briefing report is being presented to the Regional Municipality of Ottawa Carleton (RMOC) by the East End Community Associations (EECA) as a coordinated response to the public consultation process in reply to the Regional Development Strategy Discussion Paper of March 1984 ("Regional Development Strategy"). The East End Community Associations represent a large segment of the population east of Ottawa which would be impacted by the Regional Development Strategy, particularly with respect to the development of the East Urban Community. Therefore, we strongly urge the RMOC to give these recommendations serious consideration before finalizing and implementing this plan.

1.2 Introduction

The Regional Development Strategy (RDS) prepared by the RMOC Planning Department is broad in scope and hence it is not our intention to comment on all aspects of this document. Rather we have endeavoured to concentrate on certain issues of immediate concern to the communities east of Ottawa.

The Orleans area in particular has witnessed rapid growth in recent years. The current population stands at approximately 30,000 and is projected to increase to the range of 75,000-100,000 people by the year 2001. Communities east of Ottawa are already experiencing the effects of this rapid growth, in particular its impact on commuter transportation to and from Ottawa. It is common, during peak periods, to experience significant delays in commuting from Orleans to the Ottawa core. It is not possible to imagine a potential tripling of commuter traffic without significant increases in the transportation infrastructure. Moreover, it is felt that the current draft of the Regional Development Strategy offers little reassurance that an adequate transportation infrastructure will be put into place to meet this ever increasing demand.

We respectfully submit our recommendations and concerns in the hope that this will assist the RMOC to formulate a plan that will address the interests and concerns of the residents of our community.

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2.0 List of Recommendations

The following is a priority list of recommendations of the EECA in response to the Regional Development Strategy.

2.1 Public Transit

2.1.1 Recommendation

The EECA request the RMOC to accelerate construction of the OC Transpo Transitway to the east of Ottawa to obtain the fastest rate of completion possible. The following are suggested completion objectives:

St-Laurent Blvd	-	Summer 1985
Blair Road	-	Summer 1987
Orleans Town Centre	-	1990

1

2.1.2 Discussion

For a number of reasons, public transit is high on the priority list of recommendations put forward by the EECA. In a situation where new rights-of-way to the east are either impossible or at least very difficult to obtain, it is apparent that one is available for the Transitway. In addition it is our understanding that the province provides 75% of the funds for Transitway construction. Also, the availability of good or excellent bus service to the East of Ottawa could be a prime consideration in attracting new industrial development in that area. In addition, commuters to the East of Ottawa have shown a high affinity to bus travel. It is our understanding that current studies show the bus ridership from the east of Ottawa accounts for 27% of commuter traffic, thus exceeding original projections.

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Our recommendation to complete construction as far as St-Laurent Blvd. by summer 1985 stems from the fact that Queensway corridor construction is planned for the St-Laurent Blvd. interchange and the Bronson Ave. to Main Street sections in 1985-86-87. Completion of the Transitway in the early stages would provide significant relief for commuters.

2

Our recommendation to complete the Transitway to Blair Road by 1987 stems from the same reasons as above and the fact that work on the Hurdman Bridge structure is likely to begin in 1987-88. This work is likely to cause traffic congestion even beyond Blair Road.

3

Completion of the Transitway to the Orleans town centre as soon as possible will help to encourage early industrial development in this area which would lead to more jobs being created in the east, hence reducing the need for commuter traffic to the core area.

2.2 Queensway Corridor

2.2.1 Recommendation

4 Improve the Queensway particularly between Metcalfe and St-Laurent. This should include a minimum of four (4) lanes in each direction for through traffic as well as the addition of east-west collector lanes.

2.2.2 Discussion

As it now stands and in the foreseeable future, the Queensway Corridor is and is projected to be the main east-west thoroughfare accessible from the east of Ottawa. The access ramps from St-Laurent and particularly Alta Vista are a significant bottleneck. In addition a number of existing and planned east-west routes merge at or before this point (i.e. highways 17 and 417, Innes Road, St-Joseph Blvd.). It is not uncommon during peak commuter traffic to experience long delays as a result of the above factors.

The only principal access route currently in existence from the east to the Ottawa core is Highway 17. Another possible route in the future would be via a conceptual route along Innes Road. Both routes would likely converge at the Queensway Corridor. Unless additional collector lanes are provided for the Innes Road route, future development of this artery may be of limited benefit. As stated earlier, Highway 17 already experiences congestion at the beginning of the Queensway Corridor.

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2.3 Additional East/West Arterial Along Innes/Industrial

2.3.1 Recommendation

5 Develop a new east-west artery running parallel and to the south of Innes Road eventually merging with Industrial Blvd. and future Queensway collector lanes.

2.3.2 Discussion

It would seem that the logical location for a second major artery to the core of Ottawa from the East would be along Innes Road. However, a problem to be realistically appraised is where to connect this artery once it reaches the outer core of the city. The RMOC Planning Department indicates a connection to the Queensway corridor along a "conceptual link" which would supposedly consist of collector lanes running parallel to the Queensway. The EECA would like to stress the fact that this "conceptual link" must materialize if this is to be a viable alternate artery into the downtown core (see also recommendation #2).

A number of secondary east/west links should also be connected to this proposed Innes Road arterial when feasible. Some of these potential secondary links are the Inner Circle Road, the Outer Circle Road, and Walkley Road.

In order to provide for unconstrained future development of this second artery, it is strongly recommended that this route be developed paralleling Innes Road to the south of currently developed communities. A sufficient right-of-way should be negotiated to provide for any foreseeable growth (say 8 lanes).

2.4 Encourage Job Development Outside the Ottawa Core

2.4.1 Recommendation

The EECA would like to go on record as supporting the RDS with respect to the development of jobs outside the Ottawa Core in the East, West, and South Urban Communities.

2.4.2 Discussion

The EECA agree with the Discussion Paper that the development of jobs outside of the Ottawa core will reduce the potential transportation problems. While all communities should play their part in making this happen, we feel the RMOC should play its part in encouraging development of the outer fringes. Failure to achieve this diversity of job development will result in significant costs for development of roads and resultant disruption of communities. We feel that the RMOC approach of encouraging economic development in the outlying "activity nodes" is an enlightened and appropriate economic strategy.

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2.5 Sewage Treatment

2.5.1 Recommendation

Reconsider the plan to route all Ottawa sewage to the Green Creek treatment plant. Provide at least secondary sewage treatment at any existing or future treatment plants.

2.5.2 Discussion

6 The chief concern here is an environmental one. In addition to accomodating all the growth in the East, it would seem that the Green Creek treatment plant would also handle all waste from the South and West. The EECA questions the wisdom of concentrating all sewage disposal for Ottawa into one plant. This strategy has a greater potential to create environmental problems than a dispersed system, and, as such, we would like to see an environmental study which would provide the necessary data to evaluate these potential problems before a final decision is reached. Irrespective of the final outcome, secondary treatment should be provided at all plants in order to reduce the environmental impact.

2.6 Phasing of Growth

2.6.1 Recommendation

Growth in the East Urban Community should take place in stages as transportation infrastructure is assured.

2.6.2 Discussion

7 Based on our understanding and discussions with the RMOC planning department, the plan for successful development of the East Urban Community is premised on Conceptual Links along the Queensway corridor, presumed access to the NCC Eastern Parkway, increased public transit, and local job development to name but a few of the assumptions. At least a couple of these assumptions seem to be somewhat shakey. The EECA feel that these issues must be settled soon if the East, is to be permitted continued growth at its current rate. Otherwise the population must be scaled down to reasonable levels given a realistic view of transportation infrastructure.

2.7 Other Recommendations

The following recommendations stem from issues and concerns put forward by individual associations within the group submitting this report and do not necessarily represent a unanimous position of the EECA.

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2.7.1 Light Rail Transit

Recommendation

It is suggested that the RMOC reconsider the underlying assumptions upon which the Regional Development Strategy is based with respect to the movement of an increasing amount of commuter traffic.

Discussion

The RDS seems predicated upon the assumption that commuters will travel to and from the downtown core by bus or by automobile. We would suggest that the Planning Committee reconsider this assumption in light of the fact that rail, i.e. subway or light rail transit (LRT), has proven to be more efficient in transporting commuter traffic. We would suggest that a rail system would not only be more efficient, but that such a system would offer many additional benefits to the RMOC, such as the following:

8

1. Potential for future expansion - more cars or more trains can be added as required.
2. Fuel efficient - rail travel is more fuel efficient than bus or automobile travel.
3. Pollution - reduced noise and air pollution.
4. Highway - reduced pressure on the present highway system for expansion.
5. Esthetic impact - little impact upon the beauty of the surrounding communities.
6. Model System - The Province could use the transit system for sales purposes in an attempt to increase the export sales of its two Provincial Crown Corporations involved in the manufacture of rail equipment.
7. Nation's Capital - We occupy a unique position by virtue of the fact that we are the Nation's Capital. Many foreign diplomats, dignitaries and visiting trade delegations travel to Ottawa and see little or nothing of the rest of our country. The image of Canada, as perceived by the rest of the world, is formulated, to a large degree, by Ottawa the the surrounding area. As a result, Canadian products are more easily "show cased" in the Ottawa area.

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8. Funding - The Province would derive a great deal of benefit in the marketing of it's rail products, the Federal government would derive a great deal of benefit in terms of public image and esthetic beauty of the Capital area. Therefore, it seems appropriate that these levels of government should fund such an ambitious undertaking.

2.7.2 Downtown Core Subway

Recommendation

It is recommended that the RMOC seriously review and plan for the increased volumes of traffic in the downtown core.

Discussion

The present plan, based on the assumption that commuters must travel by highway, seems to address the problem of moving ever increasing numbers of commuters to downtown Ottawa via the Queensway or other main traffic arteries to be developed in the future.

In our view, this addresses part of the problem, it fails to address the problem of what do we do with this larger volume of people now that we have them at an exit ramp on the Queensway. In other words how to deal with the problem of moving a larger number of people within the downtown core. This problem is complicated by the fact that Ottawa's city core has a great deal of historical importance. Thus, RMOC is unable to "knock down" buildings and widen streets at random. The only solution would be to go underground, a subway is the only way to preserve the downtown core, reduce the traffic flow on the streets and transport a growing number of workers within the downtown core.

Any project, that contributes so much to the preservation of the history and beauty of the downtown core, will attract a great deal of Federal government funding and support.

2.7.3 NCC Eastern Parkway

Recommendation

Growth in the East Urban Community should be planned taking into account the current state of negotiations with the NCC with respect to utilization of this facility for commuter traffic.

Discussion

It is felt that the current discussion paper on the Regional Development Strategy is highly optimistic about the eventual outcome of negotiations between the RMOC and the NCC regarding the unrestricted use of the parkway for commuter traffic. Given the current state of negotiations it seems somewhat unrealistic to let the East grow to 100,000 people based in part on the assumption that the NCC will grant full commuter access and expand the roadway to four lanes.

3.0 Conclusion

The East End Community Associations are indeed grateful for this opportunity to express their views so early in the planning process. The RMOC through its Planning Department has been extremely helpful and cooperative in providing us with assistance and information to assist in the preparation of this report.

We realise that regional planning, and the implementation of regional plans, is a difficult and complex process. However, this can not be considered an acceptable excuse by the EECA for future problems caused by uncontrolled growth and a poor transportation infrastructure. We are willing to work with the RMOC in any way possible in order to assist the RMOC in realising our mutual goal of developing a well organized East Urban Community.

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Submission on:

OFFICIAL PLAN REVIEW: REGIONAL DEVELOPMENT STRATEGY, 1984

To: Planning Commitee, Regional Municipality of Ottawa-Carleton
From: The Federation of Ottawa-Carleton Tenants Associations
May 29, 1984

P.O. Box 3347
Station "D"
Ottawa, Ontario
KIP 6H8
Tel.: (613) 828-0842

000343

Dan McIntyre
Executive Director
Federation of Ottawa-Carleton
Tenants Associations

Anna Hercz
Executive member
Bayshore Tenants Association

(Corrected version replacing earlier distributed copy which should be discarded)

194.

Comments re: Official Plan Review, Regional Development Strategy, March 1984

The Federation of Ottawa-Carleton Tenants Associations is a growing organization with a mandate to represent all tenants in the region (50 % of the population). The Federation represents those people who rent their homes. The Federation addresses itself to the issues concerning location and distribution of rental and affordable housing in the region. In general, tenants have lower average incomes hence housing costs, including incremental costs, need to be minimized.

While the overall development concept and strategy of the 1974 Plan was well thought out and is still valid, certain trends which developed during the last decade warrant discussion and a reappraisal of certain policies. We fully agree with the concerns listed by the Planning Department and the Regional Council, however we question some of the current and proposed strategies.

The concerns of the Tenants Federation are directed to the land use planning function of the Regional Council as it concerns the growth of the urban and urbanizing regions of the Ottawa-Carleton Regional Municipality. Our concerns and suggestions are focused and organized around the following main points:

1. Consumption of urban land; Density standards
2. Provision of land for various types of housing developments
3. Alternative options for future residential growth; Growth inside the Greenbelt
4. Role of regional planning
5. Public education: land and housing

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1. Consumption of urban land

According to the Official Plan Review the process of urbanization in Ottawa-Carleton is consuming land at an accelerating pace. Fewer people are consuming more serviced land, housing and transportation service. From 28 hectares per thousand of population increase in 1961 to 1971, the region went to 65 hectares per thousand of population increase in 1971 to 1981. One of the major reasons for this rate of consunption is the fact that housing unit density in many new subdivisions in suburban areas has been declining as

1 a consequence of resubdivision and downzoning. This process results in a continous loss of housing potential in attractive or accessible locations.

The spread of low density developments contribute to the demonstrated increase in trip making and trip lengths resulting in demand for increased levels of transit service and road improvement. According to the Official Plan Review, if the current trend of urban land consumption continues, the "first stage" residential lands will be exhausted earlier than expected (accommodating less people than expected) forcing the municipality to expand its provision for urban development. A reappraisal of the assumptions concerning density and land requirement is needed.

2 In 1974, 37 persons per hectare was used as the basis for forecasting overall land requirements - a significantly low gross urban density (Planning Policy in Review, 1983:6). However gross unit density had declined from 36 persons per hectare in 1971 to 31 persons per hectares by 1981. The urban land area of the Ottawa -Carleton region is sufficiently large and there is no need for expansion even if the land is available.

The Official Plan of 1974 outlined very well the reasons for compactness and contigous development (Regional Development Strategy 1984:32,36)! We question the land development policy's effectiveness to achieve that objective. The declining development density has to be stopped.

2. Provision of land for various types of housing developments

Two of the basic objectives of the region's development strategy are: the provision of land for the various types of development in appropriate amounts and appropriate locations at all times; and the creation of "viable communities". We are concerned with the current policies in the plan to achieve these objectives (Planning Policy in Review, 1983:10-15). According to the plan there is a real concern for assuring continuously a large number of single family lots. This, in our opinion is not the best policy of serving the region's long term needs, both from the point of view of "good planning" and equity. Once large accessible areas are taken up by low density developments (less and less affordable for the majority),that area is no longer available and must be bypassed by the infrastructure (including roads) to reach other more distant areas. This makes the community larger, more spread out and less accessible.

3 There is a need to re-examine the basis on which land projections are made and more ways have to be found to reduce residential land consumption. This can include redevelopment and rezoning of vacant land There is a pronounced need to reserve more land for medium density housing at accessible locations inside and close to the Greenbelt. These locations need not necessarily be at public transportation

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nodes, as suggested. Developments such as Bayshore are good example of a livable and affordable medium density development. 4

3. Alternative options for future residential growth; Growth inside the Greenbelt

The Official Plan Rewiew points out that most employment activity of the region is located inside the Greenbelt. The slow rate of change indicates that population should be concentrated inside as well. However in the period 1971 to 1976, 28,000 housing units were built inside the Greenbelt , while population only increased by 28,000. The 1976-1981 period added 16,600 housing units while population actually declined by 2,000. The scarce residential land inside the Greenbelt is used up by less people than expected. Does the Region accept this trend? We strongly suggest that land use be intensified inside the Greenbelt. This will likely require public attitude changes. 5

4. Role of regional planning

The Tenants Federation welcomes the Regional Development Strategy's suggestion that the negatively viewed trends concerning land use could be turned around. However there is probably a need to further strengthen the R.M.O.C. "land use planning" function especially as it affects its power over the member municipaliites. We suspect that regional councillors are often more concerned with parochial interests as opposed to overall regional interests.

5. Public education: land and housing

We understand the problem of public opposition to change as it disrupts established patterns. However change is inevitable. Acceptance comes when reasons are known and well motivated. The public can be educated. The R.M.O.C. should make every effort to inform the community of what is going on. There is a desperate need for a change in attitudes to land and housing. The regional plan is not only for us, it is also for our children. 6

000346

833 Rozel Crescent
Ottawa K2A 1H8
21 May 1984

J.L.Wright Esq.
Planning Commissioner
Regional Municipality of
Ottawa - Carleton
222 Queen St.
Ottawa Ont.
K1P 5Z3

OTTAWA-CARLETON
REGIONAL
MAY 25 1984
14
PLANNING DEPARTMENT

Dear Sir-

re. Official Plan Review

The Glabar Park Community Association recommends high priority be given to three (3) items in the Official Plan Review.

I. Clean Up The Ottawa River

This will permit wider use of this facility for recreation.

2.Ring Road

This ring road will reduce the traffic on the Queensway through the municipal core.

3. Woodroffe N.-Carling - Woodroffe S.

(as part of the Woodroffe - River Parkway System)

A direct connection between Woodroffe North and South without the use of Fairlawn and Lenester will reduce the traffic through our community.

1

000347

Yours Truly

Vincent Bethel
President,
Glabar Park Community Association
833 Rozel Crescent
Ottawa Ont.
K2A 1H9

c.c. Ms.Jacqueline Holzman
Alderman, Richmond Ward
GPCA Records

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000348

GLEBE COMMUNITY ASSOCIATION

MAY 18 1984
CLERK'S DEPARTMENT

THE REGIONAL PLAN REVIEW

Initial Reactions From

The Glebe Community Association

May 18, 1984

000349

IMPROVEMENT THROUGH UNITY

200.

THE GLEBE AND THE REGIONAL DEVELOPMENT STRATEGY

In April 1984, the R.M.O.C. planning staff presented an overview of the Regional Development Strategy Discussion Paper. The Glebe Community Association (G.C.A.) Board of Directors would like to present the following comments on the Discussion Paper.

It is difficult to be specific in our reaction to any of the growth options presented in the Paper. Concentrating growth in the Kanata and Orleans areas (The East-West Option) would of course intensify the demand on the Queensway's capacity. This in it's turn would add to the burden on the feeder streets in our area. If growth were directed to a new South Urban Community, this would add to the traffic on the already loaded lanes of Bank and Bronson. At this stage, there is not enough evidence for us to express a preference for either option.

A major concern of inner neighbourhoods is the impact of through vehicular traffic resulting from any growth option. The Regional staff have pointed out that such neighbourhoods can "trade off" increased inner city densities in order to reduce commuter flows. (p.35) It is doubtful whether any increase in density could significantly reduce traffic flows.

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In addition, the Paper recognizes (p.26) that many inner neighbourhoods would oppose still higher densities. The Glebe Development Plan (Jan '80) does not support higher densities because the Glebe is already a high density area.

Some suggestions in the Paper do seem to merit our support as they seem to contribute to a reduction of commuter traffic and the preservation of inner residential areas. Three proposals can be mentioned:

1. The diversion of employment growth to areas outside the Greenbelt. (p.30)
2. A focus on public transit as the primary mode of transport. (p.38)
3. The development of population and employment activity at nodes along the transitways.

The above measures, pursued assiduously, should reduce the need for urban road systems and road widenings. (p.34) This would also have an impact on the conclusions of the current Queensway Corridor Study. However, the above proposals still need to have some real strategies if they are to work. Where will these growth nodes be, how will growth be directed there, what will encourage people to use the transit system? -- such questions need to be answered.

The final decision on the South Urban Community has yet to be made by the Region. The Paper acknowledges that there is inadequate analysis of this proposed Community and that more work is required. (p.36) The G.C.A. suggests that any South Urban Community plan should follow the three

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guidelines quoted above. This would mean that transit facilities and employment opportunities should at least be coincident with the residential development. If this is not done, development East of the Rideau would place an additional burden on Bank and Bronson which both traverse the Glebe, and are already fully utilized.

Specific transport information which the Regional staff have at hand should be released. This would enable inner neighbourhoods to evaluate the various growth options. For example: if models have been developed for increased traffic flows on Bank and Bronson resulting from a South Urban development, then this data should be available to us.

The Glebe Development Plan clearly states that its basic goal is to maintain and preserve the mixed residential character of the neighbourhood. Each of the inner city neighbourhoods has a similar goal and it is in the light of these goals that we must comment on the future planning of the R.M.O.C.

The G.C.A. would like to thank the R.M.O.C. planning department for the opportunity to react to the Strategy Paper at this early stage.

Prepared by: Wayne Kauk
Roger Short
For: The G.C.A. Directors

#00352

330-O

Hampton-Iona Community Group
c/o 525-3 Hilson Avenue
Ottawa, Ontario
May 17, 1984

Mr. J. Barry O'Gorman,
Secretary, Planning Committee,
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa.

MAY 17 1984

Dear Sir;

Re: Review of Official Regional Plan

I represent a small community network which is bounded by Tweedsmuir Avenue, Carling Avenue, Richmond Road and Island Park Drive. While we are a separate entity, we are also integrated with the activities of the Westboro Community Association. Our group is called the Hampton-Iona Community Group. We received a copy of the Review in early May, and have spent the intervening time reading and re-reading it to understand the broad picture and, at the same time, discover the ways future changes will effect our district. Clearly, the Region faces a major challenge of accomodating unexpectedly small population growth in an unexpectedly large number of household units. We understand the requirement to grow outside the Greenbelt and appreciate the stated concern that established neighbourhoods be disrupted as little as possible in the process of building new ones. However, the report and the system of disseminating it leaves us with a few concerns, specifically:

-The report is full of caveats about trusting the projections being used. Yet the direction of growth proposed for the Region is argued on the basis of these same shaky figures.

-The report alone provides only a small proportion of the information needed to respond in a significant and relevant way. Although I'm sure the sub-studies and supporting data would be available if we went looking for it, we have not been given sufficient time to do so.

-Related to the above, we find nothing in the report that helps us analyse the implications for our neighbourhood of various scenarios of growth and Region's response to this.

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In light of these concerns, our group would like to make one major plea in this letter. GIVE US MORE TIME. We realize that there is reason to keep up the established schedule, but on the other hand we do not understand why it has to be so truncated at the front end where community organizations are struggling with the learning process regarding the basis of regional planning generally and how it specifically relates to our concerns within the community.

In the spirit of strategic overview, we would also like to put forward some general comments on the document itself:

-The infrastructures currently in place in established neighbourhoods are deteriorating rapidly, possibly due to inadequate attention to maintenance in years past. To get potholes repaired or a roadbed strengthened

on regional roads in neighbourhoods such as ours is an immense task. Our problem is pitted against those of similarly afflicted people in other neighbourhoods. The vast majority of "losers" in this annual struggle wait in an ever-lengthening queue for attention. The more expenditure is forced into new growth areas, the less is available to maintain what we have. This should be a real concern to anyone paying high taxes to live inside the greenbelt.

-Peak traffic loads in rush hour seem to set the minimum requirement for roads. What incentives could be put in place to reduce the number of cars? Free parking at outlying transit stations, making people pay for a permit to enter the core at rush hour, treating special rush hour lanes of traffic reserved for vehicles containing more than three passengers are just some of the ideas which might be considered to attack the peak load problem from a different angle.

-If more attention is directed to maintaining the quality of life in the neighbourhoods that must be disrupted either by transit, road widenings, redirection of traffic etc. there might be less resistance from the communities effected. Examples are making sure the roadbeds are strengthened to handle the increased loads, making sure pedestrians can cross safely, redirecting pedestrian traffic to established crossings via sidewalk construction, etc. Of course, you won't be surprised to know that our own major concern in this regard is the Kirkwood Avenue problem.

We hope that these comments contribute in a positive way to your process. Again, I reiterate that this community would like more time to relate the plan to our little corner of the Region. Please copy this letter to all members of Regional Council.

Yours truly,

Secretary, Hampton-Iona Community Group

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cc. Terry Denison
Joe Courtenay, Brittania
Mary Cardillo, Westboro Community Association

HUDAC OTTAWA

Housing and Urban Development Association of Canada — Ottawa

16 May 1984

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OTTAWA-CARLETON RECEIVED MAY 18 1984 CLERK'S DEPARTMENT

Mr. N. Tunnacliffe
Director
Policy and Program Division
Planning Department
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Official Plan Review

Dear Mr. Tunnacliffe:

On behalf of the Builder-Developer Council of HUDAC-Ottawa, I would like to thank you for presenting the Regional Development Strategy to our members and for the opportunity of providing you with the Council comments.

It is not our intention to deal fully with all aspects of your report. At this time we consider that our best course of action is to highlight for you those issues which the Council considers most significant.

Of utmost importance to the Council is a constant supply of serviced land. It is recognized that an absolutely smooth flow through the development pipeline is impossible to achieve. But every effort should be made to come as close as possible to achieving a constant supply.

To this end, one of the major issues is the review of the potential for growth in the West, East and South Urban Communities. In the long term, the South will provide substantial amounts of land for development. However, as is recognized by your Department, it will take some time to bring the South on stream. The impending shortage of serviced land clearly demonstrates that the planning of the South should already be underway and certainly should not await conclusion of the Official Plan Review. Had the study of the South continued

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when it was underway in 1976, it might not be necessary to consider expansion of the East and West Communities now. Since it is not, the South cannot now be ready in time to avoid shortages of land in the short term. While it is essential to start immediately on a study of the South so that critical land shortages will not occur in the long term, it is equally essential to look at the expansion possibilities of both the West and the East so that land shortages will not occur in the short term.

It is also important to the Builder-Developer Council that the plan recognize realities and emphasize accommodation rather than direction.

In terms of reviewing the land consumption factors, the reality of the market must be recognized. The housing market is substantially for single family development. Hence, in making projections, the lower densities in units per acre, and particularly in persons per acre, must be recognized. This of course leads to higher land consumption and the almost immediate need for land in the East and the West as noted above.

The East and West must grow and the transit system should recognize this fact. At the present time transit is designed to serve the middle west, where little new development is occurring, and the middle south, where little new development is occurring. The transit system is not designed to serve the east where growth is the greatest. Therefore the transit priorities should be re-examined.

It is recognized that growth in the East and the West will strain the road system. Therefore improvements to this system must also be considered, particularly in the East where consideration should be given to improving the Existing and Proposed Major Roads such as the East Urban Parkway, the Innes Road and the Blackburn Hamlet by-pass.

Another reality which should be recognized is that industrial growth will occur mainly in the central and western parts of the Region. The experience over the past two decades shows that there is simply no desire on the part of industry to locate in the East. This makes the provision of transportation routes in the eastern corridor all the more important.

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HUDAC OTTAWA

Housing and Urban Development Association of Canada — Ottawa

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The Council was gratified to see the percentage requirements for housing types removed from the Official Plan and would support the removal of ceilings from rural developments. The villages should be allowed to expand to make the utmost in economic terms of the infrastructure which has, or must be, installed. This, again, is recognizing realities and accommodating growth, rather than artificially directing it.

In summary, the Council suggests the following:

1. Provision for a constant supply of land
2. A careful analysis of land consumption
3. An immediate start on the study of the South Urban Community
4. An immediate review of the growth potential of the East and West Urban Communities and identification of growth areas
5. Recognition of realities in terms of growth location and transportation requirements
6. Provision in the Plan for accommodation rather than direction.

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Yours truly,

Ian F. Rawlings
Chairman
Builder-Developer Council
HUDAC Ottawa

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MEMO TO: Mr. Nick Tunnacliffe
Director
Policy and Program Division
Planning Department
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa Ontario K1P 5Z3

FROM: Cliff Morris
Chairman
City of Kanata Community Association Representatives

SUBJECT: Comments on the Report "Regional Development Strategy"

DATE: May 18 1984

Enclosed is a copy of a report which was written by members of the five Kanata Community Associations.

On behalf of the Associations, I appreciate this opportunity to address the Regional Municipality on the matter of growth and change which may be experienced between now and 2001. I would be interested in receiving the final results of the hearing of May 29 1984.

Thanks.

C. Morris

CM/so

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Community Associations of the City of Kanata
Comments To Regional Planning Committee
Concerning the Report Official Plan Review

REGIONAL DEVELOPMENT STRATEGY

The Community Associations in the City of Kanata agree with the general thrust of the Official Plan Review: Regional Development Strategy. The points at variance are detailed as follows:

1. TRANSIT:

1 a) It was felt that the level of service to downtown Ottawa is satisfactory. However only 35% of the employment in the region is in the central core, hence much improved transit service is required for other areas such as Confederation Heights, Dows Lake, Merivale-Baseline, Hull, and the Nepean Industrial Park.

2 b) It was noted that many residents (urban and rural) leave their cars in school parking lots, or at shopping centres, to make express bus connections to the central core. This indicates that as the urban and rural population increases, there will be a requirement for commuter parking lots near express routes. In the longer term, peak-hour bus service may need to be extended into these areas.

3 c) We feel that the rapid transit must be built in anticipation of ultimate growth in advance of need. We are perplexed that the Kanata extension of the Transit Way is not included in the current five year plan.

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2. GROWTH:

The Associations have concerns about the quality of residential growth in recent years. Large homes (i.e., up to 2000 sq. ft.) on small lots (i.e., 30 ft. frontage) are not as appropriate as low density single family areas.

We do not feel that the good agricultural land between Stittsville, Richmond, and Kanata should be developed for residential or industrial purposes. 4

Planned development of the Southern Urban Community should take careful consideration of environmental concerns, pollution of the Rideau Waterway, and costs of major bridging of the Rideau River. Perhaps, a South West Urban Community based on Barrhaven and a South East Urban Community between Lietrim and Highway 417 would be more practical. 5

If The Plan is designed to direct the location and size of industrial growth, care should be taken that it does not interfere with the existing synergy that is favouring Nepean and Kanata. Until a large enough job pool has been built up in existing industrial areas any fragmentation could be detrimental to the whole region. 6

3. ROADS:

The early completion of the inner ring road via Knoxdale and the Hunt Club bridge will ease some of the pressures on the Queensway. Highway 416 will increase the pressures on the Queensway and will probably require extension of the third lane. Full development of the Southern Communities will dictate the need for the outer ring road. Location studies should go foreward during the term of the Official Plan Review. 7

<u>Community Associations and Members</u>

Bridlewood	Cliff Morris (Chairman)
March Rural	Tony Turner Tom Carroll
Glen Cairn	Doug Felhabar Henk Docter
Beaverbrook	Don Farmer
Katimavik/Hazeldean	John Allen Andrew Lee

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Ministry of Natural Resources

Ontario

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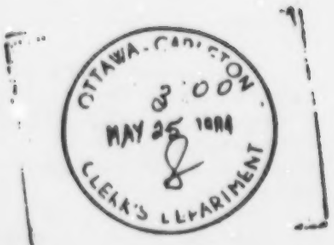
Our File: 30.16

May 22, 1984

Regional Municipality of Ottawa-Carleton
Office of the Planning Commissioner
222 Queen Street
Ottawa, Ontario
K1P 5Z3



Attention Mr. B. O'Gorman

Dear Sir:

SUBJECT: Regional Development Strategy Report

We appreciate the opportunity to have input into R.M.O.C.'s proposed development strategy report and staff of our office met with D. Nixey and J. Babcock May 1st to obtain more information regarding this Ministry's involvement. Based on our review of the report and the recent meeting, we have the following comments.

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1) It is our understanding that no major changes are being considered for river corridors, natural environment resource areas or mineral resources which were subject to recent OMB hearings (Amendments 20, 12 and 31 respectively).

2) Your office is presently identifying areas of regional interests and we understand provincial interests will be handled as regional interests where possible.

3) Our staff are presently mapping natural resource concerns for the benefit of local municipalities and we will provide your office with copies as soon as they are available. I believe you already have a copy of our mapping for the City of Kanata. The maps outline mineral resource, agreement forests or WIA lands, crown properties, fish and wildlife areas and other sites on a lot and concession basis. You may wish also to refer to our District Guidelines (copy attached) which has been discussed with regional staff in the past.

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Our office will address two main portions of the document.

A) Resource Protection

B) Villages - especially the effects of increased services on the Ministry of Natural Resources' concerns.

The mapping discussed earlier should prove of considerable assistance regarding "A" and we will attempt to address "B" in the next few weeks using the information provided.

Hazard land policies, in particular those relating to unstable slopes and flood plain areas outside conservation authorities boundaries should also be items for consideration.

Please consider Robin Rogers, the Lands Supervisor as our contact and we look forward to future participation in this project.

Yours truly,

David Watton

David G. Watton
A/District Manager
Carleton Place District
10 Findlay Avenue
Carleton Place, Ontario
K7C 3Z6

Telephone: (613) 836-1237

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DW/sl

Enc.

c.c. Rideau Valley Conservation Authority
Mississippi Valley Conservation Authority
South Nation River Conservation Authority

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SUBMISSION OF
THE NEW EDINBURGH COMMUNITY ASSOCIATION

to the
Official Planning Review

May, 1984

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NEW EDINBURGH

(a) Introduction

New Edinburgh is an inner urban residential neighbourhood, outside the Greater Central Area as defined in the Regional Official Plan, separated from the Greater Central Area by the Rideau River. New Edinburgh also borders on the Ottawa River.

The Ottawa River divides Ontario and Quebec, Ottawa and Hull, the two sides of the National Capital Region, a division that must be bridged.

This submission is written, thus, from the point of view of an inner urban residential neighbourhood worried about damage to its quality of life which would result from continued planning priority being given to the use of the automobile.

(b) Historic Area

As shown on Map 13 in the 1974 Official Plan, New Edinburgh is a neighbourhood which has many historic buildings and sites within its boundaries. There are plans at City Hall to designate some part of the neighbourhood a historic area. Over the last few years, many dwellings have been designated heritage. The neighbourhood has maintained its village character, at the heart of which is McCreery's Grocery Store with the wooden floors and tin ceiling of the last century but modern freezers and delivery by truck instead of by horse and buggy. The character of New Edinburgh is enhanced not only by its many historic dwellings but by the meandering Rideau River, the mighty Ottawa, the grounds of Rideau Hall, Rideau Falls, the French embassy, 24 Sussex Drive, the Minto Bridges in back of City Hall, the old stone wall in the park next to the old stone Fraser schoolhouse which is now a gallery showing heritage displays and run by Heritage Ottawa, the City

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archives, the swans on the Rideau River, the historic plaques, one, for example, dedicated to Thomas MacKay. The land use by-law passed last year has helped to preserve the historic and village character of New Edinburgh.

ATTITUDE OF OFFICIAL PLAN TO OLDER COMMUNITIES

(a) Existing Attitude

What is the attitude of the Regional Plan to older communities? New Edinburgh residents would agree with the premise stated on page 35 of the discussion paper, Regional Development Strategy, March 1984, that:

> The following evaluation, therefore, is based on the general premise that disruption to existing communities (through increased traffic, roadway construction and high density development) is 'bad' and reducing the combined costs of providing Regional infrastructure to support growth (such as roads, water and sewer) is 'good'.

However, on the next page, page 35, we read that, "with respect to 'community disruption' it is difficult to escape the conclusion that growth, at whatever level, will introduce change in the urban system." No one could argue with this statement; it is obvious that growth means change. It is so obvious that it does not need to be said. Why is this statement made on page 35?

Is this statement that, "with respect to 'community disruption' ... growth, at whatever level, will introduce change ...." inserted into the discussion in order to instill a feeling of hopelessness in a "Catch-22" situation? The catch is that, although 'community disruption' is 'bad', change is inevitable. So what can you do? Communities must be disrupted because of change, no matter whether the change is great or small. Might as well accept, in the name of necessity, any disruption.

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It would seem, therefore, that, although lip-service is paid in the discussion papers to the idea that existing communities should not be disrupted by increased traffic, roadway construction and high density development, in reality the attitude is that if, in the Region's opinion, there is the need for a new road or for policies that lead to increased traffic through existing communities, then that road or those policies have priority no matter how much disruption existing community or communities experience as a result.

(b) Recommended Attitude and Policies

As an inner city residential neighbourhood, New Edinburgh would like to see spelled out in the Plan a policy that clearly shows priority given to the premises on page 34, "that disruption to existing communities (through increased traffic, roadway construction and high density development) is 'bad' ...." instead of priority being given to the building of new road(s). An example of a road which would not be built if priority was given to protection of existing communities from disruption is the Vanier Parkway extension which would destroy a long section of the Rideau River bank, ruin our local park, drop our property values and create an unacceptable noise level throughout the neighbourhood.

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Older communities need clearly articulated policies implemented to protect them from increased traffic. The streets in the older communities in central Ottawa were laid out in the grid pattern before the use of the automobile became so wide-spread; New Edinburgh, for example, was created in the days of the horse and buggy. Nowadays, planners protect new communities from through traffic by laying out streets which curve and twist back on themselves; through traffic by-passes a suburban community on a straight road laid out for that purpose. Since the streets which form the older communities are straight and thereby invite rather than discourage through traffic, planners must find ways to protect inner urban areas from the automobile. Also efforts of the

residents of older communities to protect their neighbourhoods from increased traffic must be actively encouraged.

TRANSITWAYS

In this connection, planning policies which encourage the use of transit represent an advance in thinking which to an inner urban residential neighbourhood like New Edinburgh translates into direct benefits: (a) easy and quick bus access to place of work and to all areas in the Region; (b) increased transit usage means less traffic through our neighbourhood.

Improvements in bus service since 1972 have resulted in more than doubling transit ridership so that the annual per capita ridership for the urban transit area is the second highest of any transit system in North America. More than 70% of all downtown peak hour work trips are made on transit.[1]

This increase in ridership is a remarkable achievement. Moreover, as the transitway system is expanded and improved, bus ridership will undoubtedly continue to increase. The aim of the 1974 Official Plan, to foster a successful rapid transit program, is well on the way to being met. This aim is stated on page 8, Regional Development Strategy, Official Plan Review discussion paper, March 1984 thus:

> ... the Plan seeks ... to protect inner city neighbourhoods from the disruption caused through major expansion of the road system by fostering a successful rapid transit program.

(In view of this statement, it is illogical that the Vanier Parkway extension is still in the capital budget.)

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1 Information in this paragraph is contained in Ottawa-Carleton Planning Policy on Review. Draft. May 1983, reprinted Nov. 1983 with minor revisions, page 26.

3 New Edinburgh is strongly in favour of the rapid transit program, of completion of the transitway system and of policies which result in increased use of transit thereby reducing vehicle use of the Ottawa River bridges and also thereby reducing traffic through inner city neighbourhoods.

One result of the increase in transit usage, one which is of direct and vital concern to New Edinburgh is that the proposed extension to the Vanier Parkway will not be required. This is not emphasized in the Official Plan Review discussion papers; in fact the extension is not mentioned except in the data in Appendix 5, Regional Development Strategy.

4 The Report listed as number 14 in Appendix 1 to the above and which is entitled Transportation Component of the Official Plan Review Regional Development Strategy, Transportation Department, February 1984, was not yet available at the time of the writing of this submission; New Edinburgh wishes to have the opportunity to comment in writing on information contained in this report within a reasonable time after it becomes available.

It is necessary to look at the data in Appendix 5, Regional Development Strategy, March 1984, to see that the Vanier Parkway extension is not needed. But before doing so, it is instructive to analyse the high population option on which all this data is based.

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THE HIGH POPULATION OPTION

There is no doubt that the Region will not achieve the growth level of one million people by 2004 which was projected in the 1974 Official Plan. The discussion papers for the Official Plan review refer to two levels of projected growth, a low level of 623,000 population by the year 2001 and a high level of 723,000. Development

is discussed on the assumption that growth will reach the high rather than the low level by the turn of the century. 5

While undoubtedly a judgement call, this high of 723,000 seems to be an arbitrary figure, chosen from those figures "developed through the use of a computer program acquired from the University of Chicago."[2] It is acknowledged that while "the low assumption equates to a continuation of trends in net-migration as observed in the 1976 to 1981 period"[3] (the low assumption being 623,000 population by 2001), "the high on the other hand was chosen to represent a level of net-migration which is significantly higher than the average of the last 20 years."[4] It is explained on page v, Population Projections, Ottawa-Carleton, 1981-2001, Official Plan Review, April 1983, that the amount of net in-migrants is the major demographic factor influencing the level of population growth. The average net-migration of the last 20 years is estimated at approximately 4,950 per year whereas the high option represents a level of 6,000 persons per year. The high option is an arbitrary figure. 6 7

There is a basis in fact for the choice of the low option of 623,000 population in 2001; the basis is the projection into the future of the net-migration which occurred 1976-1981. This is a reasonable projection in that the beginning year is 1976. The Federal Government will not grow again as it did in the early seventies. The economy slowed down in the late seventies and there is no present reason to think that the economy will boom again as it did 1961-1971, the years on which the 1974 Official Plan was based. 8

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2 Official Plan Review. Population Projections, Ottawa-Carleton, 1981-2001, RMOC Planning Dept., April 1983.

3 Ibid.

4 Ibid.

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However, there is no basis in fact to the choice of the high option. There is nothing in the discussion papers, moreover, which explain why the author(s) think there might be more people coming into the Region each year until 2001 than the average over the last twenty years. There is no reason to think that the high option of 723,000 by the year 2001 will be attained.

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Since the low option and not the high option represents the 'current' situation in Ottawa-Carleton, the data in Appendix 5 of the Regional Development Strategy discussion paper should have been based on the low option. In any event, one must keep in mind when analysing the data that it is based on the high population option which will, at the very least, be more likely to not occur than to occur.

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DATA SHOWING VANIER PARKWAY EXTENSION UNNECESSARY

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(a) Ottawa River Screenline

Modal Split Guidelines: The first chart to look at in Appendix 5, Regional Development Strategy, March 1984, is on page 56 (see attached copy) and shows the 'Modal Split Guidelines'. A modal split is "the proportion of people using transit rather than private vehicles."[5] The chart shows the percentage of person trips made by bus across different screenlines. New Edinburgh is interested in the Ottawa River and Rideau River screenlines. Looking at the Ottawa River screenline, all the bridges in the Region that cross the Ottawa are included in the screenline. In 1971, 8% of the person trips across the Ottawa were made by bus; however, in 1981, person trips by bus had risen to 14% to constitute 22% of all trips made across the Ottawa. The 1974 Plan guidelines is that 50% of person trips be made by bus. However, unlike

5 Official Plan Review. Discussion Paper. Regional Development Strategy, RMOC Planning Dept., March 1984, p. 30.

the proposals for the other screenlines, most of which have stayed the same as the 1974 guideline or have been increased from the 1974 guideline, the proposed guideline for the Ottawa River screenline is that 35% rather than 50% of person trips be made by bus by the year 2001. 11

Transportation Demand by Screenline High Population Option: In Figure 4, page 64 (see attached copy), we are looking at Transportation Demand by Screenline High Population Option which is the same information as that in the graphs in Figure 3. There are three scenarios: (1) the worst case scenario; (2) the new transit guidelines scenario; (3) employment decentralization and new transit guidelines scenario. In all scenarios, vehicle demand must be measured against vehicle capacity to see if there is any deficiency in capacity of roads going across each screenline. Vehicle capacity is given in pragmatic terms in column two as being 0.9 of the theoretical capacity in column one.

(1) New transit guidelines (35%) scenario: The new transit guidelines scenario is given in columns five and six; for the Ottawa River screenline the new transit guideline is 35% which is the modal split proposed guideline found on page 56. If 35% of the people going across the Ottawa River took the bus, vehicle demand (column five) would be 8,200; vehicle capacity (column two) is 8,800. There is a printing error in column two at the bottom; change the first zero in 8000 to an eight. Since there is enough capacity to meet the demand, there is no deficiency (column 6) in the capacity of the bridges across the Ottawa River even at the high population option.

Figure 5, page 68 (see attached copy) shows that the Vanier Parkway extension increases the capacity of the MacDonald Cartier Bridge from 3,300 to 4,000, an increase of 700 vehicles. However, since, in the new transit guideline scenario, there is no deficiency in the capacity of the bridges across the Ottawa, the

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Vanier Parkway extension would not be needed provided that 35% of the person trips were by bus by 2001.

In view of the remarkable achievement in nine years of an increase of 14% of bus ridership across the Ottawa, it is surely realistic to expect that between 1981 when the percentage was 22 and 2001 when the guideline is for a percentage of 35, a further increase of 13% of people taking the bus can be achieved. Think of what closer co-ordination and co-operation between the Ottawa-Carleton Region and the Outaouais Region would mean in terms of improved bus routing across and on both sides of the Ottawa River.

Let's look at Figure 4, page 64, again. In the new transit guideline of 35% scenario, vehicle demand across the Ottawa River screenline is 8,200 (column 5). At the bottom of column two, remembering to change the first zero to an eight, vehicle capacity is shown at 8,800. The difference is 600. There could be 600 more vehicles on the bridges over the Ottawa in this scenario. But people in these 600 vehicles means there would be less people in the buses. This must mean that person trips by bus can be at a significantly lower level than 35% and there is still no extra capacity needed across the Ottawa River to accommodate cars.

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The conclusion is that the Vanier Parkway extension, shown in Figure 5, page 68, as adding a vehicle capacity of 700 to the MacDonald Cartier Bridge is not needed even at the high population option provided that bus ridership across the Ottawa goes up by the year 2001 to somewhere between the 1981 level of 22% and the 35% guideline, probably closer to the former percentage.

(2) Employment decentralization and new transit guidelines (35%) scenario: The employment decentralization and new transit guideline (35% for the Ottawa River screenline) scenario is shown in columns seven and eight, Figure 4, page 64. If employment is

decentralized by the year 2001 and if 35% of person trips across the Ottawa and made by bus, the vehicle demand across the Ottawa is 8,000 (column seven). Since the vehicle capacity is 8,800 (column two; remember the printing error), there is no deficiency in the capacity of the Ottawa River bridges (column eight). Moreover, applying the same analysis as applied in the new transit guideline scenario, we find there is a difference of 800 vehicles between the demand and the capacity in this scenario. Here the capacity over the Ottawa is 800 vehicles more than actually use the bridges. But 800 vehicles would carry a lot of people who would not then be on the buses. Again, in this scenario, person trips by bus could be at a significantly lower percentage than 35% and no extra capacity in the form of the Vanier Parkway extension is needed in order to accommodate vehicles across the Ottawa River.

(3) Worst case scenario: It is only in the worst case scenario, columns three and four, Figure 4, page 64, that the Ottawa River bridges are shown to have a deficiency in capacity. The worst case is the distribution of population and employment which creates the largest travel demand (of all options tested).[6]

More options can be tested; in fact, since this discussion paper was printed, apparently another option has been found that shows a deficiency of an added 100 cars to the 1000 shown as deficiency in column four. Surely one can be forgiven for wondering sometimes if more tests are done using a computer in order to get results which justify the building of i.e. a new bridge. New Edinburgh hopes that the 'worst case' represented on page 64 is the worst 'worst case' to be considered; surely the discovery of another 100 cars which the computer says would need to go across the Ottawa by

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6 Ibid, p. 22.

2001 can be discounted as within the margin of error these computers make on the basis of the material fed to them. The worst case scenario on page 64 shows vehicle demand across the Ottawa River bridges at 9,800 (column three) whereas vehicle capacity (column two) is 8,800 (printing error!) The deficiency is thus 1000 (column four). As shown in Figure 5, page 68, a 700 vehicle capacity is to be added to the MacDonald Cartier Bridge by means of the Vanier Parkway extension and a 300 vehicle capacity is to be added to Portage Bridge by means of the Bronson connection. The 700 plus the 300 equals the 1000 deficiency in the worst case scenario.

It all adds up and evens out, nice and tidy but these figures are arbitrary in that surely all 700 vehicles would not want to use the MacDonald Cartier Bridge in any event.

(b) Rideau River North Screenline

The other screenline that is affected by the Vanier Parkway extension is the Rideau River North screenline. Figure 5, page 65 (see attached copy) shows that the Vanier Parkway extension would add a capacity of 1700 vehicles by its four lanes (there is an error here; we are informed by the planning department that it is 4 and not 6 lanes) crossing the Rideau River.

Modal Split Guideline: On page 56, the new transit guideline for the Rideau River screenline is shown as 50%. In 1971, 20% of the people going across the Rideau North took the bus; in 1981, 37% took the bus, the 1974 Plan guidelines and the proposed guideline both say that 50% of people going across the Rideau North will take the bus by 2001. There has been an increase in 1971-1981 in transit usage across Rideau North of 17% and it is proposed that between 1981 and 2001, transit usage will increase a further 13% which seems very likely in view of the past record and future improvements in the transit system. If this

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increase of 13% occurs by 2001, 50% of people will be on the bus crossing the Rideau River North.

Transportation Demand by Screenline High Population Option:

1. New transit guideline (50%) scenario: We are again faced with the same three scenarios in Figure 4, page 64, that we discussed concerning the Ottawa River screenline. Looking at the new transit guideline of 50% scenario, there is a projected deficiency of 500 vehicles (column 6) obtained by subtracting the vehicle capacity of 11,000 (column 2) from the vehicle demand of 11,500 (column 5).

There are other ways of meeting the projected deficiency than by the Vanier Parkway extension. Looking at Figure 5, page 65, we see that one additional lane to the Queensway adds a 1000 vehicle capacity to the Rideau River North screenline. Planning department information is that this lane has been committed to on the part of the Province and that construction of the additional lane between Maitland and Alta Vista on the Queensway has already begun in the west end. Since this lane adds a capacity of 1000 and the deficiency in the new transit guideline scenario was shown on page 64 to be 500 in 1981, there will not be any deficiency in capacity of the roads to handle vehicle demand going across Rideau River North once this additional lane is built on the Queensway. This lane cancels out any perceived need for the Vanier Parkway extension.

2. Employment decentralization and new transit guideline (50%) scenario: Looking at the employment decentralization and new transit guideline of 50% scenario on page 64, we see that vehicle demand is 10,300 (column 7). However, vehicle capacity is 11,000 (column 2) and there will be, therefore, no deficiency in the ability of the roads across the Rideau North to handle vehicles

000376

not even counting the capacity of the new lane being built on the Queensway. The Vanier Extension is not needed in this scenario.

3. Worst case scenario: Looking at the worst case scenario, vehicle demand is shown as 13,400 (column 3). The planning department says there is an error here; change the seven to a four. Since vehicle capacity is 11,000 (column 2) there is a deficiency in capacity of 2,400 vehicles. The completion of the new lane to the Queensway will add a capacity of 1000 to the Rideau River North screenline; therefore, the deficiency in capacity is actually 1000 less than the 1981 capacity of 2,400 stated here; the deficiency is actually 1,400 vehicles.

Looking at Figure 5, page 65, we see that the added capacity needed in the worst case scenario can be obtained by the 4 lanes which would add a 1400 vehicle capacity on Nicholas-Industrial to the Rideau River North screenline. If these 4 lanes are built, there is no deficiency in capacity of the roads across Rideau River North to carry vehicle demand even in the worst case scenario.

13 In the event that a choice between building Nicholas-Industrial 4 lanes or the Vanier Parkway extension 4 lanes comes up, New Edinburgh requests the right to be involved in the decision.

14 When looking at both the Ottawa River screenline and the Rideau River North screenline, it is only in the worst case scenario that there is a perceived need for the Vanier Parkway extension.

Consider the assumptions in the worst case scenario. All of the following factors would have to combine by the year 2001 to make the Vanier Parkway extension necessary:

1. the population will reach the high projection of 723,000, representing "a level of net-migration significantly high

than the average of the last twenty years";[7]

2. employment will not decentralize by the year 2001;
3. there will be a demand of 9,800 vehicles per hour across the Ottawa River screenline and of 13,400 across the Rideau River North screenline;
4. the percentage of bus ridership across the Rivers will not rise from the year 1981 to the year 2001; in fact, I understand that in a worst case scenario, bus ridership across the Ottawa actually falls to 18% or 19%. 15

If even one of these four factors does not hold true, it is safe to say that the Vanier Parkway extension will not be needed by 2001.

It would seem to require a very pessimistic outlook to say that the percentage of bus ridership across the Ottawa and Rideau will not increase in view of the remarkable achievements since 1972 in getting people to take buses.

Is it valid, not even taking into consideration other factors not raised in this submission such as the necessity for a Federal Environmental Assessment and Review, to spend the *estimated* $12.6 million to build the Vanier Parkway extension when all of 1, 2, 3 and 4 above must occur to make the extension needed? 000378

Use the $12.6 million instead as part payment to build the Kettle Island Bridge. This bridge can be justified now in terms of the cost of gas saved, the automobile maintenance that would not have to be done and the time saved because people would not have to travel from the east to the MacDonald Cartier Bridge and back to the east again on the other side of the Ottawa River. The Ottawa side is getting as built up now as the Outaouais side of the river and it is ridiculous for people to have to travel almost to downtown Ottawa or Hull in order to get to 16

7 See pages [illegible] above.

17 a point across the river opposite to where they started out. It is time to initiate better co-operation with Gatineau and point out the advantages the Kettle Island Bridge would have. The infrastructure of the Eastern Parkway and Highway 417 is already in place on the Ottawa-Carleton side to support the Kettle Island Bridge.

18 The Vanier Parkway extension is not now needed and even according to the frame of reference in the Official Plan Review discussion papers will never be needed unless the worst case scenario occurs. Surely it is impossible to believe in a worst case scenario when already such remarkable achievements have been made in increasing bus ridership and when all four factors set out above would have to occur to make the extension necessary by the year 2001.

It is in our interest to work more closely with the Outaouais Region and its municipalities. Surely the prospect of saving the estimated $12.6 it would cost to build the Vanier Parkway extension is enough incentive to try to co-ordinate a system of rapid transit between Ottawa and Hull in order to ensure that a higher percentage of people take the bus.

000379

CONCLUSION

The Vanier Parkway extension is not needed according to data in the Official Plan Review discussion paper, Regional Development Strategy, March 1984, unless the worst case scenario occurs by 2001. This submission analyses four components of the worst case scenario and suggests that it is unrealistic to expect that all four will actually occur; if even one of the four does not occur, the Vanier Parkway extension is not needed. It is, therefore, invalid to spend the estimated $12.6 million to build the extension based on such an unlikely scenario.

New Edinburgh wishes to plan and implement policies which would improve our park area bordering on the Rideau River and now used as a snow-dump in the winter and as access to the River by heavy trucks which leave deep ruts, spoiling the river bank. It is presently impossible to improve this area of our park because of the Vanier Parkway extension which has been 'on the books' for 15 years as running through our park. Now that the Parkway is built, it is time to realize that the extension over the Rideau River to the MacDonald Cartier Bridge is not needed and to delete the extension from the Official Plan. Then the N.C.C. can create parkland in this strip of wasteland on the east shore of the Rideau River between Victoria Street and Beechwood thereby completing the beautifully maintained parkland of the N.C.C. along the east shore of the Rideau from Sussex to Carleton University.

New Edinburgh recommends and requests that the Vanier Parkway extension to the MacDonald Cartier Bridge be deleted from the Official Plan. 19

000380

MODAL SPLIT GUIDELINES

Screenline	1971	1981	1974 Plan Guideline	Proposed Guideline
Green Creek	2	26	20	40
Rideau River North	20	37	50	50
Leitrim - Ramseyville	0	0	0	0
CNR East	-	18	30[1]	30
Fallowfield Road	-	12	30	30
CNR West	2	23	30	30
Eagleson Road	-	13	-	35
Western Parkway	11	27	30	40
CPR	14	44	50	50
Rideau River South	7	14	30	25
Ottawa River	8	22	50	35

- No information
1 Screenline located at Ramseyville and 417

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FIGURE : 4

TRANSPORTATION DEMAND BY SCREENLINE HIGH POPULATION OPTION

	1981 Capacity in vehicles/ low	0.9 Vehicle Capacity	Worst Case		New Transit Guidelines		Employment decentralization and new transit Guidelines	
			Vehicle Demand	Deficiency	Vehicle Demand	Deficiency	Vehicle Demand	Deficiency
Green Creek	5,000	4,500	8,400	3,900	7,500	3,000	5,200	700
Rideau River North	12,200	11.000	13,700	2,400	11,500	500	10,300	-
Leitrim Ramseyville	9,600	8,600	2,700	-	2,700	-	2,600	-
CNR East	5,000	4,500	3,900	-	4,200	-	3,200	-
Fallowfield	4,800	4,300	6,300	8,000	5,500	800	2,900	-
CNR West	5,100	4,600	7,100	2,500	7,000	2,400	4,800	200
Eagleson	5,300	4,800	7,600	2,800	7,500	2,700	6,300	1,500
Parkway Woodroffe	7,900	7,100	13,400	6,300	11,200	4,100	10,200	3,100
CPR	12,400	11,200	12,900	1,700	12,200	1,000	11,300	100
Rideau River South	3,100	2,800	5,000	2,200	4,600	1,800	2,600	-
Ottawa River	9,800	8,000	9,800	1,000	8,200	-	8,000	-

8800

Capacity of one lane 700-1400 depending on its type e.g. arterial, freeway

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FIGURE : 5 (Cont'd.)

CAPACITY IN VEHICLES PER HOUR OF ROADS BY SCREENLINE 1981 AND POSSIBLE FUTURE POTENTIAL

Screenline	Road	1981 Capacity	Potential Future Capacity	Comments
CPR	Ottawa River Parkway	1,700		
	Scott Street	1,200		
	Somerset Street	1,000		
	Gladstone Avenue	600		
	Carling Avenue	1,500	2,100	6 lane
	Prince of Wales Drive	1,000		
	Colonel By Drive	600		
	Wellington/Albert)			
	Preston-Chaudiere)		900	
	Queensway	4,800	5,800	additional lane
Rideau River South	Hogs Back	600		
	Heron Road	2,500		
	Hunt Club		2,500	6 lane
Ottawa River	Champlain Bridge	1,500		
	Chaudiere Bridge	1,600		
	Portage Bridge	2,100	2,400	Bronson connection
	Alexander Bridge	1,300		
	MacDonald Cartier Bridge	3,300	4,000	Vanier Parkway connection

000383

FIGURE : 5

CAPACITY IN VEHICLES PER HOUR OF ROADS BY SCREENLINE 1981 AND POSSIBLE FUTURE POTENTIAL

Screenline	Road	1981 Capacity	Potential Future Capacity	Comments
Green Creek	Queensway	3,000	3,200	Extension of 4 lanes. East
	Montreal Road/ St. Joseph	1,000	1,400	4 lane
	Innes Road	1,000	1,400	4 lane inc. Blackburn Hamlet by-pass
	Ottawa River Parkway		1,400	4 lane
	Walkley-Innes		2,100	6 lane
Rideau River North	Bronson Avenue	1,650		
	Bank Street	1,300		
	Smythe Road	1,450		
	Queensway	4,000	5,000	One additional lane
	Montreal Road	1,200		
	St. Patrick Street	1,400		
	Vanier Parkway		1,700	6 lanes
	Sussex Drive	1,200		
	Nicholas-Industrial		1,400	4 lanes

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YEAR	ALL BRIDGES		MACDONALD-CARTIER.	
	TO OTTAWA	TO HULL	TO OTTAWA	TO HULL
1974	3700	7200	1400	2400
1975	4000	6600	1400	2800
1976	3700	8000	1400	3800
1977	4000	7100	1700	3500
1978	5100	8700	1600	3500
1979	4900	7900	1500	3400
1980	-	-	-	-
1981	5400	7900	1500	2800
1982	5300	7600	1400	2900
1983	5400	7600	1300	3000

(No Counts Taken in 1980)

PM Peak Hour Counts - All Vehicles

(Vehicles Per Hour)

Ottawa River Crossings

20

000385

236.

ONTARIO INSTITUTE OF AGROLOGISTS

AGRICULTURAL INSTITUTE OF CANADA

OTTAWA VALLEY BRANCH

Presentation to
PLANNING COMMITTEE, REGIONAL MUNICIPALITY
OF OTTAWA - CARLETON
Public Hearing May 29, 1984

Prepared by
LAND USE COMMITTEE
OTTAWA VALLEY BRANCH
ONTARIO INSTITUTE OF AGROLOGISTS

Presented by
TED HUFFMAN P.Ag.
Chairman, Land Use Committee

000386

237.

Presentation to Planning Committee, Regional Municipality
of Ottawa - Carleton
Public Hearing, May 29, 1984

A) INTRODUCTION - This presentation is the result of considerable effort by the Land Use Committee of the Ottawa Valley Branch of the Ontario Institute of Agrologists. The OIA is an association of professional agriculturists who have each individually decided to apply their expertise and a portion of their personal time and energy toward improving the life and future of our society. We count farmers, extension workers, lawyers, scientists, consultants and provincial and federal government workers among our members.

The purpose of todays presentation is to outline several aspects of the Regional planning process which we feel are detrimental to the agricultural industry withing the Region and to present a number of recommendations that we would like to see incorporated in the process of Official Plan Review. We will also review a number of activities that we intend to pursue in order to assist local and regional planners to provide the framework for a strong farming community that is capable of contributing to a healthy regional economy well into the future. We appreciate the opportunity of expressing our views and we look forward to a continuation of the working relationship that has been established between our organization and the Planning Department of the Regional Municipality of Ottawa-Carleton.

B) POINTS OF CONTENTION

1) In the past, the planning process at all levels of government has failed to adequately recognize the concern over the urbanization of prime farm land. If prime farm land is considered as that land defined as Class 1 and 2 by the Canada Land Inventory, then prime land is critical to the agricultural industry. It is the type of land that economically responds most favourably to a concentration of capital; that is the most reliable in producing a crop under poor conditions; that suffers the least damage from intensive cultivation . The problem is that prime land is being used as a site for houses, factories and transportation facilities - at the local level, the provincial, national and world level. With occurences such as the recent oil crisis, the present climatic variations, and the growing concerns over worldwide trade wars, it is increasingly risky to destroy our ability to feed ourselves. We must take the initiative at the personal, local level, rather than hope that someone else will.

It is our contention that planning at the Regional level in Ottawa-Carleton has not been conducted according to that principle. A statement such as "In large part, our agricultural lands have been protected from development..."(Regional Development Strategy, p.9) following a period of rapid development or approval

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of prime land in Orleans, Barrhaven, Manotick, Richmond and Glencairn is indicative of an unrealistic, complacent attitude. 2

2) <u>The planning approach and mechanism as it now stands is not appropriate for the rural portion of the Region</u>. We feel that agriculture is generally thought of as an interim use, as a use which must make sacrifices, as a use which is considered after most other demands are met. In addition, we point out the lack of precision in many policies dealing with the rural portion of the Region. Terms such as "substantial pockets" and "where it can be proven that development of the resource is not economically viable" (Policy Options for Rural Development, pp. 2-3) leads to an ad hoc form of planning, which is not conducive to the long term investment needed in farming. We also contend that the planning horizon of 15-20 years as indicated in the 'Strategy' paper (p.20) is not appropriate for proper decision making with reference to farming concerns. A medium term of 50 years and a long term of 100 years would be more appropriate for the agricultural industry. The 'application for rezoning' approach to planning fosters an unstable, precarious situation and hence a lack of committment to active farming, especially near built-up areas. Finally, we feel that the idea that because land is idle it is not suitable or not needed for agriculture is irresponsible - it is irrational and foolhardy to systematically consume the critical resource of a vital, goods producing industry <u>when there is plenty of other poorer quality land suitable for development</u>. 3 4

3) <u>Past procedures, policies and assumptions have not adequately addressed the special needs of agriculture, particularly with reference to specific land areas</u>. For example, the strong reliance on 'free market' or economic cost-benefit studies as decision making tools is detrimental to agriculture in that those methods reward exploitation and short term profit - two ideas which form the antithesis of sound, viable farm management. Good, sustainable food production requires long-term management, not exploitation. Just as population projections of 1974 have proven to be incorrect, so to can our economic forecasts be considerably in error by 1994. Food and fiber production may very well be an economically attractive activity in the near future. Similarly, a system primarily of restrictions to various uses and practices, without support, incentives or assurances creates an antagonistic attitude toward planning amongst landowners. In an industry consisting of hundreds of individual producers, that attitude is not conducive to sound management decisions. In addition, the idea that large urban concentrations are preferable to 'town site' development, as expressed in the last sentence of the Strategy paper (p.37) denies any recognition of the natural suitability of various areas for various uses. 5

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C) <u>RECOMMENDATIONS</u>

In light of our criticisms of the planning process as outlined above, we would like to make several recommendations. Basically we feel that

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the Planning Department is doing a commendable job of identifying issues and preparing policies pertaining to the rural area. However, it appears that that expertise is not being effectively applied on a site by site basis.
We recommend that the Regional government:

1) make a committment to agriculture in the Region by considering that industry's needs and interests as a priority in planning decisions.

2) establish zones, designate boundaries and establish by-laws to ensure that these boundaries are permanent and will be upheld in applications for building approvals.

3) uphold a policy of restriction of development in agricultural resource areas.

4) adopt a policy of encouragement and support for development of poor agricultural land.

5) make a concerted effort to create a stable, encouraging atmosphere for farmers and their families.

6) establish policies relating to the amount of urban growth in rural areas as a result of an assessment of the areas capabilities rather than designating a certain portion of all growth to the rural areas.

7) consider seriously the application of innovative and practical ideas in the planning process, and search out ideas and techniques from other areas of the country and the world.

8) form a rural land use advisory committee of council to advise on issues, zones and policies. This committee might consist of an agricultural extension representative, Federation of Agriculture members, an OIA member and area municipality representatives.

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D) FURTHER ACTIVITIES

We recognize that it is one thing to criticise and make recommendations and another thing to suggest and implement practical solutions, but we have made a committment of considerable resources to assist where we can. Our activities prior to this and throughout the next year consist of:

1) collaboration with Agriculture Canada to prepare a combined soil capability - land use intensity map at a scale of 1:50,000 and appropriate to a property by property assessment of the entire Region. This map, which has been submitted to the Planning Department, will enable us to identify parcels of i) high priority (high soil capability and high intensity cropping), ii) high potential (high capability and low intensity), iii) low priority (low capability and low intensity), iv) stressed land (low capability and high intensity) and v) non-agricultural.

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2) interpretation of that map to identify zones of different agricultural orientation.

3) preparation of suggested policies for each of those identified zones.

4) search for and suggestion of practical, economical solutions to land use conflicts in the rural area.

We are in the process of hiring a summer student to assist us with the map work and data collection required for policy preparation and we have an active and dedicated committee acting on this project. We feel that improvements do not necessarily require a wholesale denial of established procedures, only a reorientation of approach and a committment to the future. We welcome the opportunity of providing input early in the review process and we would be glad to provide consultation on problems and issues.

000390

OTTAWA EAST COMMUNITY ASSOCIATION
L'ASSOCIATION COMMUNAUTAIRE D'OTTAWA EST

830-0

OTTAWA-CARLETON RECEIVED MAY 31 10:00 1984 CLERK'S DEPARTMENT

1984-05-22

Regional Muncipality of Ottawa Carleton
222 Queen Street, 14th Floor,
Ottawa, Ontario
K1K 1X3

Attention: Mr. B. O'Gorman
Secretary of Planning Committee

Dear Sir,

I am writing to forward the enclosed brief in response to the Regional Development Strategy.

On behalf of the Ottawa East Community Association, I would like to express our support for the principles contained in the discussion paper. In particular we support increased ridership for public transit and measures to reduce the requirements for new or expanded roadways inside the Greenbelt.

However, the retention of the conceptual link or collector/distributor systems seems contradictory to these objectives. We believe it should be deleted for the following reasons:

- Expansion would be self-fulfilling. The time/cost of car travel would be reduced relative to public transit Even if we could afford it, which we can't, the money would be better spent reducing the cost of public transit.
- The recent Queensway-Corridor study has demonstrated that a collector/distributor system is not feasible, yielding marginal increase in capacity while adversely effecting north/south routes.
- The expropriation costs to protect future expansion are and will be substantial. We can't afford it and these major accumulating costs should be placed in perspective.

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We in Ottawa East realize the need to accommodate more people within the Greenbelt and in fact there have been a substantial number of new units built in our community within the past year.

2

The retention of the conceptial link adversely effects our community through cancelled improvements, deferred maintenance and absentee ownership.

We support the concepts in the strategy paper and look for changes to current policies consistent with them.

Yours truly,

D.F.N. Johnston
President
Ottawa East Community Association.

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213

BRIEF TO THE REGIONAL COUNCIL

OF OTTAWA/CARLETON

ON THE REGIONAL DEVELOPMENT STRATEGY

DISCUSSION PAPER

000393

Peter Brimacombe

Ottawa East Community

Association

214.

Summary

The Discussion Paper

- has unstated and hidden implications upon the spending priorities of the Region
- does not recognize any priorities amoung the projects envisioned
- threatens the provision of truly vital services in favour of simply desirable services because of the lack of priorities
- hides from the Regional Council the urgency of making immediate decisions on specific projects

3

Recommendations

-Regional Council must ensure that funds be spent on vital and important projects before they are spent on simply desirable projects
- Regional Council must priorize all projects envisioned in the Discussion Paper
- long-term projects which are low in priority and which require short term funds should be deleted

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215.

Introduction

The Discussion Paper on the Regional Development Strategy is based on the assumption that funds will be available for all the projects described. Page 24 says 'We see no margin of error, at this time, which upsets the [this] basic conclusion.' . However the preceding sentence says that the Province may no longer continue to subsidize water and sewer projects and at the first of page 24, it says that the Province may reduce the subsidies for road and transitway construction. On page 22 in the paragraph beginning 'What these summaries indicate ' and in the legend of Figure 19 on page 21 it says that repairs to the sewer systems inside the Greenbelt could be $300 million which are not included in the estimates. Clearly, the authors will be right no matter what happens.

The persistent and increasing budget deficits at the senior levels of government is a warning that there will not be enough money.

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Example of the Collector Distributors

The points in the summary are illustrated below in terms of the collector-distributors which are proposed as part of the transportation options within the Discussion Paper. The Ottawa East Community Association will be submitting more detailed comments as part of the Queensway Corridor Study.

Hidden Implications upon Regional Spending

$600,000 may be spent on expropriation for the collector-distributors this year(1984) even though there was no budget for it. The authority for this expropriation derives from the existence of the collector-distributors in the Regional Plan as a 'conceptual link' and the logical policy of protecting right-of-ways for roads on the Regional Plan. If Regional Council is determined to proceed on this project it must budget at least $500,000 a year simply for right-of-way protection for this project.

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Does Not Recognize Any Priorities

While the collector-distributors may be desirable, they do not represent the most pressing need for transportation within the Region. Figure 4 on Page 64 shows the projected deficiencies for various screen-lines. The collector-distributors will, it is claimed, reduce the deficiencies over the Rideau River North and over the CPR. However, in the 'Worst Case' column in Figure 4, the Rideau River North ranks as 6th and the CPR ranks as 8th out of a field of 9. Under the column labeled 'Employment decentralization and new transit Guidelines' the CPR ranks as 5th out of a field of 5.

The capacity improvements claimed for the collector-distributors should be heavily discounted as should its cost (of $15 million) be inflated because studies of the detailed designs that have already been presented reveal that :

- -it would reduce the flow of existing traffic along already critical North-South routes (Bronson, Bank and Main)
- - the proposed connection between Industrial Avenue and the Nicholas/Queensway interchange would work only if traffic volumes remain low (that is if the collector-distributors were not needed!)

The collector-distributor project is the least important project amoung the transportation projects without considering transitway, water and sewer projects.

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Threatens the Provision of Truly Vital Services

Any shortfall at all in Regional funds has the consequence that the $600,000 spent on right-of-way protection would reduce the funds available for more important projects. Only if all of the funds are available as predicated in the next 20 years, will enough funds be available for the more important projects. This 'Whole Hog' approach means that funds are spent on simply desirable projects before they are spent on vital and important projects.

The Urgency of Making Immediate Decisions

It is certain that the budgets of the senior governments will come under great pressure because of their growing debt. It is reasonable to suppose that this will have an adverse impact an local governments. The only prudent course of action for the Regional Council is to ensure that funds are committed to the most important projects before they are committed to the least. The present Regional Development Strategy encourages a policy of drift and indecision by which large funds are being misspent. This misdirection is not deliberate but it is simply a continuance of the recent past where all priorities could be accommodated and all needs could be met.

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ANNEX A

Ottawa Hydro

3025 Albion Road Chemin Albion
PO Box 8700 CP 8700
Ottawa Ontario K1G 3S4
(613) 733-2040

Chairman — Frank M Warnock
Vice-Chairman — George Matheson
Mayor, Commissioner — Marion Dewar
General Manager and Chief Engineer — Edward J Murphy, P Eng
Secretary-Treasurer — R Longbottom, B A

Président
Vice-Président
Le Maire, Commissaire
Directeur Général et Ingénieur en Chef
Secrétaire-Trésorier

March 30, 1984.

Regional Clerk
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Sir:

Reference is made to your "Regional Development Strategy" discussion paper dated March, 1984.

In respect to services, I appreciate that your consideration is limited to the building of major roads, transitways, sewers and water mains as these are responsibilities of Regional Government. The review is also essentially concerned with what might happen after the late 1980's into the 1990's and beyond.

I would bring to your attention that the existing electrical transmission lines into the Regional area are weak. The usual planning criteria for an electrical load as exists in the Regional area, is that the electrical load should continue to be supplied with two major elements out of service. According to this criteria, the existing facilities can support 1300 Megawatts. In January, 1984, the load on the system reached 1313 Megawatts. Obviously this is a concern.

The system is scheduled for reinforcement with the construction of new 500 Kilovolt transmission lines from Lennox near Kingston into Ottawa in 1989. As the load is anticipated to grow between now and 1989, the probability of power interruptions will increase. Should such power interruptions occur, confidence in a secure electrical supply will be lessened and industry might well become skeptical and choose not to expand or not to locate in the Regional Municipality of Ottawa-Carleton. As such, one might expect a negative impact on your projected growth rates.

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SHEET No. 2

CONTINUATION OF LETTER FROM C. F. Kropp, Ottawa Hydro

DATED March 30,1984 TO Regional Clerk, R.M.O.C.

While the construction of the 500 Kilovolt transmission lines is the responsibility of Ontario Hydro, Ottawa Hydro has recognized the problem for some time and has been pressing for earlier construction. Notwithstanding, the scheduled "in service" date has recently slipped from 1988 to 1989.

As well, final approval to construct the necessary transmission lines is not in hand as a number of additional hearings must be cleared.

In conclusion, Ottawa Hydro is deeply concerned with this issue and feels it necessary to bring the matter to your attention as it does relate to the subject of your discussion paper.

Yours very truly

C. F. Kropp
Planning & Supervising Engineer

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S30-O

Parks Canada / Parcs Canada

Ontario Region
P.O. Box 1359
Cornwall Ontario
K8H 5V4
Tel: (613) 933-7851

Région de l'Ontario
C.P. 1359
CORNWALL (Ontario)
K8H 5V4
Tél: (613) 933-7851

May 14, 1984.

Our file Notre référence
4870/R85

Your file Votre référence

000402

Mr. J. M. Wright,
Planning Commissioner,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Contact Officer: D. Day

Dear Mr. Wright:

REGIONAL PLANNING STRATEGY - R.M.O.C.
OFFICIAL PLAN REVIEW: YOUR REQUEST FOR RIDEAU CANAL COMMENTS

I have the following comments relating to Parks Canada's responsibilities in operating the Rideau Canal and as the lead Federal agency in the C.O.R.T.S. Agreement.

I found the document to be an interesting and stimulating discussion of the Region's growth prospects and strategies. The major concern I have relates to the development of the South Urban Community. Development of the Community would alter the open space character and use of the Rideau Canal. Similar comments were made by Parks Canada during the O.M.B. Hearing on the Regional Municipalities's Official Plan.

Until detailed alternatives are produced by the municipalities, specific Parks Canada concerns cannot be identified. However, there are a number of fundamental concerns which I would like to draw to your attention:

- Any planning for the development of the South Urban Community should recognize the need to protect the distinctive historical and natural character of the Rideau Canal environment as a valuable recreational and scenic resource; 1

- The applicable C.O.R.T.S. policies for the development of land adjacent to the Rideau Canal should be recognized by the municipalities, such that the Corridor's distinctive environmental character is maintained and optimum recreation use is achieved; and

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253.

000403

. Close liaison and co-operation with Parks Canada is essential to ensure that our interests are fully recognized and protected during the planning of the community.

I trust that the above provides you with an adequate indication of my concerns which should be recognized in your review of the Region's Official Plan. As I am concerned about the impact of any development on the Rideau Canal environment, I would appreciate being kept constantly and fully apprised of the Official Plan Review Process.

Yours sincerely,

Dave Day,
Superintendent,
Rideau Canal.

Amendment to the Official Plan of the

Regional Municipality of Ottawa-Carleton

The Regional Municipality of Ottawa-Carleton's Official Plan as enacted and passed on the 9th day of November 1974, has not permitted as extensive a development of the eastern region as compared to the western region of this municipality. This relationship also holds for south east versus south west development.

If only the same measures had been as productive in the east and south east as those advocated in the west and south west region of the RMOC;

If only all considerations, arrangements and situations had been advocated bureaucratically, administratively, and politically with an open attitude, with fewer hindrances to east and south east development, the town of Orléans would now have reached maturity, and the Notre-Dame des Champs area would be a part of it;

Road-linking east to west and north to south would have been improved;

Federal buildings could have been built in the East quite as much as in the West;

Numerous jobs would have been created, the accompanying increase in population would have brought with it a variety of services, and a sound economy would be in place.

Orléans will soon celebrate it's 125th anniversary, however, "Kanata", a product of the RMOC is an accomplished fact; we can thus divulge an administrative and constructive fault on the part of the RMOC and the municipalities of Gloucester and Cumberland, by making the obvious comparisions.

1

000404

(3)

In 1930, the city of Ottawa, with a population of 100000, had three hospitals, an adequate civic centre, etc... Since then, the cities of Ottawa 2 and Nepean were able to control to their advantage all development towards the West and these municipalities will not look kindly upon the evolution of Gloucester and Cumberland towards their rightful independence.

As well the notion of chasing heavy industry from the areas surrounding the capital appears to us as unwise.

There is no foolish trade and our humanity needs all sorts of things to survive economically.

How ridiculous it is to see our raw products shipped to the United States and overseas to be returned to us as finished products which we buy at inflated costs. We receive acid rains from the south and south west with no economic benefit to us.

The area covered by the Regional Community Association of Notre-Dame des Champs has the following boundaries: Green Belt to the west; to the South, the Mer Bleue and the southern line of Lot 10 Cumberland Township to regional road 31; to the east regional road 31 northerly to regional road 30, in Cumberland; and to the north to hydro power lines in Gloucester.

3 We recommend that this territory be annexed to the town of Orléans. In so doing the Gloucester-Cumberland separation is removed and thus all disagreement between these two municipalities is eliminated.

One cannot overstate the importance of accelerating the installation of water and sewer services towards the east and south east region.

000405

These services are essential to the development of the area of Notre-Dame des Champs, especially to stimulate a start in industrial and commercial development.

With regard to the alleged danger of flooding near the Bearbrook, it is the duty of the Ministry of the Environment to dig the reef preventing the natural flow of the Nation River, tributary to the Ottawa River, fact emphasized by Mr. Windsor at a recent Cumberland Township Council meeting.

The municipalities of Ottawa-Carleton, Gloucester, and Cumberland must apply the necessary pressures on the Ministry of the Environment in order that the dredging of this reef be done.

000406

The present state of regional roads 30, 47, and 57 demands that they be widened and improved.

The road allowance between Cumberland's Lots 3 and 4 should be opened from regional road 57 westward to Gloucester's 4th line road. This 4th line road, once suitable for carrying motor vehicles across the Mer Bleue, towards Russell road is lined up westerly with Walkley road. Such a road would provide a relief to the Queensway traffic as well as provide western and southern arteries. 4

Regional Road 57 leads directly to Petrie Island, purchased by the RMOC. This island must be developed and a bridge constructed over the Ottawa river towards Québec.

Coming back to the economy, the RMOC and the NCC should join effort in bringing the federal and provincial governments to put together a plan of development directed towards the east which would include provisions for a connecting bridge to Québec. 5

Another interesting location for a bridge would be approximately one mile west of the village of Cumberland where power lines already cross the river. The natural and solid elevation on the southern shore of the Ottawa River would allow for a lower structure without impeding navigation on this river.

Such a project could be a toll bridge thereby reimbursing all responsible governments for its cost.

Due to the exhorbitant user costs of the present ferry services, a minimum of $3.25 per crossing per vehicle, surely no one using such a toll bridge would find excessive a toll of $2.00 enabling him to cross the river without risk, delays and even the occasional loss of ferry services which are far from being satisfactory at certain times. Furthermore, the town of Buckingham has initiated such a project.

This project would provide a lift to the economy, jobs would created not only in this region but also in related industries which would provide the required materials.

Prosperity depends on the imagination, initiative, courage, tenacity and flair of the administrators. Japan has given us a true lesson of this.

Keeping so many on unemployment, providing them with the necessities of modern living,.. results in an intolerable demoralisation in a country supposedly blessed with unlimited and unexploited resources.

Public funds spent on social welfare relieves the misery, but nothing permanent is accomplished, economically speaking, nothing has been produced and the most productive years of our youth and ambitious people are lost forever.

003007

One cannot over-emphasize the necessity of efficient productivity in all things and at all times.

This is what the Regional Community Association of Notre-Dame des Champs advocates and hopes to see happen in futur development within her boundaries.

In a large portion of our territory agriculture is not profitable; urban developments, for one, are and speculators have driven the price of land beyond the reach of agriculture. The best farms are covered with homes and buildings; those remaining are brush-covered and controlled by speculators.

000408

The soil composition is not the best. It is impossible to advantageously produce from a soil where the costs of fertilizers and exploitation greatly surpass the income that such lands provide their owners. This is why that of the 1000 acres covering lots 1-2-3-4-5 of concession 11 in Cumberland Township, only 125 of these are under cultivation.

Following soil analyses by the University of Guelph, the county agronomist acknowledged that these soils required excessive fertilization considering what they would yield when put into production.

The R.M.O.-C. official plan, adopted in 1974, did not foresee all the harm caused by lands controlled by speculators. 6

These speculators, experienced and backed by large sums of money, bought up the best farms in concession 10 of Cumberland Township.

The Regional Community Association of Notre-Dame des Champs does not favour the promotion of "Country or Estate Home" developments which use up too much space that could be developed otherwise with primary services such as running water and sanitary sewers.

Our association supports true farmers in areas where the soil can still profitably produce and provide its owner with a decent living while affording him a minimum of sparetime, some security of futur prospects, fewer troubles as well as providing him with the satisfaction of knowing he is making a significant contribution to society.

7 The water services presently available along the concession 10 road in Cumberland Township must not be discontinued. It could be useful in fighting fires and supplying drinking water to several residences.

This service must be extended south and be hooked up to a larger one running west along regional road 28 and then connected to the existing 16 inch pipe on Mer Bleue road. Why destroy an establised service?

The 16 inch mains on Mer Bleue must be extended from Gloucester's 4th line to regional road 30 and then west to the reservoir at the end of Belcourt boulevard.

What has been set out in this memo has been so done from a community point of view, in order to assist and not to hinder the residents of this area. We hope it will receive the approval of all who are interested by it, especially our governments.

000409

(7)

Respectfully submitted,

The Regional Community Association

of Notre-Dame des Champs

Presented by Charles E. Bisson, president

P.O. Box 233 A, R.R. # 2

Navan, Ontario

K0A 2S0

(824-7551)

This May 21, 1984.

000410

261.

OTTAWA-CARLETON
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MAY 31 1974
PLANNING DEPARTMENT

Revision du Plan Directeur de la
Municipalité Régionale d'Ottawa - Carleton

Le plan directeur de la M.R.O.-C. tel que conçu et adopté le 9 novembre 1974, n'a pas permis un développement de même envergure à l'Est et à l'Ouest de la Municipalité Régionale. Il en est de même du Sud-Est comparativement au Sud-Ouest.

Si les mêmes mesures avaient été aussi productrices dans l'Est et le Sud-Est que celles préconisées dans l'Ouest et le Sud-Ouest de M.R.O.-C.;

Si les considérations, les dispositions et les situations avaient été préconisées bureaucratiquement, administrativement et politiquement avec une attidude ouverte, avec moins d'entraves à un développement de l'Est et du Sud-Est, la ville d'Orléans serait à maturité, et le territoire de Notre-Dame des Champs en ferait partie;

Le système routier de l'Est à l'Ouest et du Nord au Sud aurait été amélioré;

Des édifices fédéraux auraient pu être construits dans l'Est tout autant que dans l'Ouest;

De nombreux emplois auraient été créés, une augmentation conséquente de la population aurait suscité la venue de services de toutes sortes, et une vie économique saine serait en place.

Orléans fêtera bientôt son 125ième anniversaire, cependant, "Kanata," un produit de la M.R.O.-C. est chose accomplie, on peut donc déceler un défaut administratif et constructif de la part de M.R.O.-C. et des municipalités de Gloucester et de Cumberland, en faisant les comparaisons qui s'imposent.

En 1930 la ville d'Ottawa, avec 100,000 de population, avait trois hôpitaux, un centre civique passable, etc... Depuis les villes d'Ottawa et de Nepean ont su contrôler à leurs avantages tous les développements vers l'Ouest et ces municipalités ne verront d'un bon oeil l'évolution de Gloucester et de Cumberland vers l'indépendance à laquelle ces deux municipalités ont droit. Pourquoi pas un hôpital dans Cumberland?

De plus l'idée de repousser les industries lourdes des environs de la capitale nous paraît farfelue.

Il n'y a pas de sot métier et notre humanité a besoin de toutes sortes de choses pour survivre économiquement.

Quel ridicule, que de voir nos produits bruts expédiés aux Etats-Unis et outremer, pour nous être retournés en produits finis, que nous payons à des taux exagérés. Nous subissons les pluies acides du sud et sud-ouest, sans retombée économique pour notre pays.

Le territoire de l'Association Communautaire Régionale de Notre-Dame des Champs, commence à la ligne de la ceinture verte à l'ouest, au sud la Mer Bleue et la ligne sud du lot 10 de Cumberland vers la route Régionale 31, à l'est, la route Régionale no. 31 en ligne droite vers le nord jusqu'à la route Régionale no. 30, dans Cumberland, et au nord de la ligne de l'hydro dans Gloucester.

Nous recommandons l'inclusion de ce territoire avec Orléans. En ce faisant la séparation entre Gloucester et Cumberland disparaît et élimine la mésentente entre les deux municipalités.

000412

Il est inutile d'insister sur la nécessité d'accélérer la venue des services d'aqueduc et d'égout sanitaire vers l'est et le sud-est de ce territoire.

Ces services sont absolument nécessaires au développement du territoire de Notre-Dame des Champs, spécialement pour stimuler un départ industriel et commercial.

Quant au prétendu danger d'inondation près du Beartrook, il est du devoir du Ministère de l'environnement de creuser le banc de roc empêchant l'écoulement naturel de la rivière Nation, affluent de la rivière Ottawa, fait souligné par M. Windsor à une récente réunion du Conseil de Cumberland.

Les municipalités d'O.-C., de Gloucester et de Cumberland doivent faire les pressions nécessaires auprès du Ministère de l'Environnement afin que le creusage de ce banc de roc soit fait.

L'état des chemins régionaux 30, 47 et 57 exige leur élargissement et des améliorations.

Le chemin cadastral entre les lots 3 et 4 de Cumberland à partir de la Régionale 57 devrait être ouvert vers l'ouest en passant par la 4ième ligne de Gloucester. Cette 4ième ligne, jadis chemin carossable à travers la Mer Bleue, vers le chemin de Russell et en ligne ouest avec le chemin Walkley. Un tel chemin soulagerait la circulation sur le Chemin de la Reine et procurerait des bifurcations vers l'ouest et le sud.

C00243

La Régionale 57 mène directement à l'Ile Petrie, acquise par la M.R.O.-C. Cette île doit être développée et un pont construit au-dessus de l'Ottawa vers le Québec.

Revenant à l'économique la Municipalité Régionale et la C.C.N. devrait se concerter et amener les gouvernements fédéral et provinciaux à un plan de développement économique voguant vers l'est et pourvu d'un pont entre les deux rives. Un autre endroit intéressant pour un pont serait celui où traverse la ligne électrique à environ 1 mille à l'ouest de la traverse de Cumberland. L'élévation naturelle et solide du côté sud de la rivière Ottawa, permettrait une structure moins élevée satisfaisant la navigation sur ce cours d'eau.

000414

Un tel projet d'un pont pourrait être à péage, afin de rembourser son coût aux gouvernements.

En raison du taux exorbitant chargé aux usagers du traversier, minimum de $3.25 par passage pour un véhicule automobile, aucun des usagers trouverait excessif de payer $2.00 par passage sur un pont d'une rive à l'autre, sans risque, attente, et même la fermeture occasionnelle du service loin d'être satisfaisant présentement à certaines heures, d'ailleurs la ville de Buckingham a initié un tel projet.

Ce projet provoquerait un essor économique, des emplois seraient créés non seulement pour la région mais aussi dans les industries connexes qui fourniraient les matériaux requis.

On ne s'aurait trop insister sur la nécessité de produire avec efficacité en tout et partout.

C'est ce que l'Association Communautaire Régionale de Notre-Dame des Champs préconise et espère voir dans un prochain développement de son territoire.

Pour une grande partie de notre territoire, l'agriculture n'est pas rentable, los développements urbains y sont pour une part et les spéculateurs ont rendu la valeur des terrains inabordables à l'agriculture. Les meilleures fermes sont couvertes de résidences et d'édifices, celles restant sont en broussailles et sont contrôlées par des spéculateurs.

La structure du sol n'est pas des meilleures. Il est impossible de produire avec avantages sur du terrain ou les coûts de fertilisations et d'exploitations dépassent de beaucoup le revenu que ce terrain peut rapporter à son propriétaire. C'est pourquoi sur 1000 acres couvrant les lots 1-2-3-4-5 de la Concession 11 de Cumberland seulement 125 acres sont cultivées.

Après avoir fait analyser les sols par l'Université de Guelph, l'agronome du comté a fait remarquer que le sol concerné demandait une fertilisation excessive, considérant ce qu'il peut rapporter à l'exploitant.

Le plan directeur adopté en 1974 n'a su et surtout n'a prévu tout le dommage causé per le contrôle des terrains par les spéculateurs.

Ces spéculateurs mieux aguerris et jouissant de finances imposantes, ont acheté les meilleures fermes de la Concession 10 de Cumberland.

000415

L'Association Communautaire Régionale de Notre-Dame des Champs ne favorise pas les "Country Home ou Estate Home", utilisant trop d'espace pouvant être utilisé autrement avec des services primaires, soient de l'eau courante et des égouts sanitaires.

Notre Association appuie les vrais cultivateurs dans les régions ou le sol peut encore produire avec rentabilité et faire vivre son homme, tout en lui assurant un minimum de loisirs et une perspective d'avenir assez sûre, lui apportant moins de tracas, et la satisfaction de se sentir "quelque chose" dans la Société.

Le service d'eau existant sur la Concession 10, de Cumberland ne doit pas être fermé. Il peut être utile pour combattre les incendies, et fournir de l'eau potable à plusieurs résidences.

Ce service doit être continué vers le sud, et être relié à un service plus gros longeant vers l'ouest la route Régionale 28 pour être uni au service de 16" existant sur le chemin Mer Bleue. Pourquoi détruire un service établi?

Le service d'eau de 16" sur le chemin Mer Bleue doit continuer de la 4 ième Ligne de Gloucester au chemin Régional 30, de là au réservoir construit en face du chemin Belcourt.

Ce qui est exposé dans ce mémoire, l'a été au point de vue communautaire, dans le but d'aider et non de nuire aux résidents de notre territoire. Nous espérons recevoir l'approbation de ceux que la présente intéressera, particulièrement nos gouvernants.

000416

combattre les incendies, et fournir de l'eau potable à plusieurs résidences.

Ce service doit être continué vers le sud, et être relié à un service plus gros longeant vers l'ouest la route Régionale 28 pour être uni au service de 16" existant sur le chemin Mer Bleue. Pourquoi détruire un service établi?

Le service d'eau de 16" sur le chemin Mer Bleue doit continuerde la 4ième Ligne de Gloucester au chemin Régional 30, de là au réservoir construit en face du chemin Belcourt.

Nous voulons aussi un dépotoir pouvant recevoir toutes sortes de déchets, rebuts, etc. Un site éloigné des agglomérations, contrôlé et règlementé par la M.R.O.-C. et établi dans l'est ou le sud-est de la Municipalité Régionale d'Ottawa-Carleton.

Ce qui est exposé dans ce mémoire, l'a été au point de vue communautaire, dans le but d'aider et non de nuire aux résidents de notre territoire. Nous espérons recevoir l'approbation de ceux que la présente intéressera, particulièrement nos gouvernants.

Respectueusement soumis,

L'Association Communautaire Régionale
de Notre-Dame des Champs

Présenté par Charles E. Bisson, président
B.P. 233 A, R.R.2
Navan, Ontario
K0A 2S0
(824-7551)

Ce 21 mai 1984.

IF YOU APPROVE THIS ASSOCIATION BRIEF, PLEASE SIGN SIGN BELOW

SI VOUS CROYEZ CE MEMOIRE OPPORTUN, S'IL VOUS PLAIT SIGNEZ CI-DESSOUS

29 mai-May 29-1984

000418

269.

IF YOU APPROVE THIS ASSOCIATION BRIEF, PLEASE SIGN BELOW   29 Mai 1984---MAY 29---1984

SI VOUS CROYEZ CE MEMOIRE OPPORTUN, S'IL VOUS PLAIT SIGNEZ CI-DESSOUS

Edgar Dréville
Georges Gravelle
Louis Boisjoli
Raymonde Boisjoli
Denis Bélanger
Ghislaine Bélanger
Bryan Smith
Deborah Smith
René Ouimet & associés
Denise Ouimet
Suzanne Dufresne
David Dutrisac
Paul-A. Beauchamp
Gabrielle Beauchamp
Pauline Beauchamp
Gisèle Pagé
Jacques Pagé
Gérard Pagé
Lucien Parisien
Cécile Parisien
Charles Perrin
Denise Sicard
Jean Sicard
Louise Sicard

000419

270.

IF YOU APPROVE THIS ASSOCIATION BRIEF, PLEASE SIGN BELOW

Mai 29 May
1984

SI VOUS CROYEZ CE MEMOIRE OPPORTUN, S'IL VOUS PLAIT
SIGNEZ CI-DESSOUS

000420

IF YOU APPROVE THIS ASSOCIATION BRIEF, PLEASE SIGN BELOW

Mai 29 May
1984

SI VOUS CROYEZ CE MEMOIRE OPPORTUN, S'IL VOUS PLAIT
SIGNEZ CI-DESSOUS

Raymond A. [illegible]
Gerard Leclerc
Denis Leduc
Maurice [illegible]
[illegible]
Gilles Plante
[illegible]
[illegible]
Léo [illegible]
[illegible] Bisson
Marie-Anne Bisson

000421

272.

Respectfully submitted,

The Regional Community Association

of Notre-Dame des Champs

Presented by Charles E. Bisson, president

P.O. Box 233 A, R.R. # 2

Navan, Ontario

KOA 2SO

(824-7551)

000422

This May 21, 1984.

If you approve this Association brief please sign below May 29, 1984

Marlene Bradley 5980 Fourth Line Rd. Box 138 RR#9

Marguerite Bradley Box 563 RR#2 Orleans

Wayne W J Bradley " " "

Stella Bradley Box 212 RR#9 Gloucester

Harold Bradley Box 228 RR#9 Gloucester

Debbie Lavergne Box 212 RR#9 Gloucester

Camille Kemp Box 224 RR#9 Gloucester

Roland Chabot Box 296, RR#2 Navan, Ont KOA 2SO

Myrtle Chabot Box 296, RR#2 Navan, Ont

John Pericault RR2 Box 105 Navan Ont

Bernard Pericault RR2 Box 105 Navan Ont

Louis Pericault RR2 Box 105 Navan Ont

(Cont)

Isabella C. Perrault Box 175 R. R. 2 Noran,

John Wells Box 525 R.R. #4 [illegible]

Mrs. Margaret Conner Box 310 R.R. [illegible] Orleans [illegible]

000423

MARION SEYMOUR, CONSULTANT URBAN AND REGIONAL PLANNING
508 - 280 Metcalfe Street, Ottawa, Ontario K2P 1R7 Tel.: (613) 232-9651

26 March 1984

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Attention: Mr. Nick Tunnacliffe

Re: Official Plan Review

000424

Thank you for your letter of 8 March 1984 concerning the above.

I would be very interested in knowing what consideration is being given to the points raised by HUDAC in its submissions to you concerning the first Official Plan.

It seems to me that there were matters which could well be considered now that the plan is being reviewed. I do not recall all of the items by any means, and some points might no longer be valid, but would it be possible for you to list the points under headings: no longer relevant; not being considered; being incorporated into plan?

If the above is too onerous a task, some of the points I recall are:

- elimination of the "numbers" in many parts of the plan.
- assignment of an O.P. review staff for ongoing review, rather than commitment to a five year review.
- separation of the plan from the background.
- designation of industrial areas where only heavy industry would be permitted.

In addition, are you considering discussing the plan with the Eastern Ontario Chapter of CIP?

Marion Seymour

Marion Seymour, MCIP

MJS/rms

000425

Social Planning Council of Ottawa-Carleton
Conseil de Planification sociale d'Ottawa-Carleton
256 King Edward Avenue, Ottawa, Ontario. K1N 7M1 (613) 236-3658

May 18, 1984

830-0

Mr. Barry O'Gorman,
Secretary, Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Fourteenth Floor,
Ottawa, Ontario
K1P 5Z3

OTTAWA-CARLETON
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CLERK'S DEPARTMENT

000426

Dear Mr. O'Gorman:

The Social Planning Council of Ottawa-Carleton is pleased to submit the enclosed brief concerning the Regional Development Strategy Discussion Paper. The Council views the review of the Official Plan as an important task which touches on many complex questions about the quality of life in the community. We welcome the opportunity to participate in the review process.

The brief states that the Council cannot comment on the options for future growth until data analyzing the implications of the options for various socio-economic groups is publicly discussed and responded to. The brief points to the kind of data and analysis that is required. Further, it recommends that the consultation period be extended until this additional work is done. In the Council's view, wise choices about growth options cannot be made until their implications are fully understood.

The Council is prepared to assist in this work in whatever way it can.

Finally, the Council would like to make an oral presentation before the Planning Committee on May 29. We look forward to receiving confirmation of this request, and scheduling details, at your earliest convenience.

Thank you for your attention in this matter.

Yours sincerely,

Frank Martin,
Executive Director

JM/gf

encl.

Suzanne Johnson
President

Frank Martin
Executive Director

Suzanne Lavergne
Directrice adjointe

277.

000427

BRIEF TO THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON CONCERNING THE REGIONAL DEVELOPMENT STRATEGY DISCUSSION PAPER

Presented by the Social Planning Council of Ottawa-Carleton

May, 1984

278.

000428

ACKNOWLEDGEMENT

The Social Planning Council of Ottawa-Carleton would like to thank the Council on Aging and the Voluntary Children's Services Co-ordinating Committee for their valuable contribution to this brief. The Council also extends its appreciation to the Regional Planning Department for its assistance in providing background information and additional data. Finally, the Council is very grateful to those members of the Board of Directors, the staff, and the community who assisted in the preparation of the document.

000429

Introduction

The Social Planning Council of Ottawa-Carleton is responding to the Discussion Paper on the Regional Development Strategy as a voluntary organization concerned about the impact of physical planning on social development, and particularly on community access to social services, broadly defined. Thus, just as the Region's planners are concerned with the relationships among people, jobs, housing, transportation, land, and servicing, so too is the Social Planning Council. And, like the Region, our concern is also the relative location of these to one another. A decent place to live, a suitable job, and a reasonably convenient way to move among these and services are principal preoccupations of the Council's constituency.

The Council is very pleased that the Region is reviewing the Development Strategy and welcomes the opportunity to comment on the Discussion Paper, which systematically presents a number of issues that are vitally important to the way we live in our community.

Obviously, the policies governing the physical planning of the above-mentioned land uses have social dimensions. These include the locations, types and amounts of housing that people find available, the relative ease with which people can move within the Region, by various modes, the distances people have to cover from home to work, and so on.

Another set of social dimensions is closely related. These physical land use arrangements, as experienced by residents, bear public and private social costs. These will vary in magnitude depending on the "goodness" of the planning. The better the physical planning, the lower the public social costs to the Region, and the lower the private social costs to individuals. For example, if the physical plan calls for the construction of low and middle cost housing in low density outlying urban communities, while leaving jobs, schools, health, daycare, and recreational facilities in the central area, the cost to the Region for adequate public transportation may increase dramatically. At the same time, the private cost to the purchasers of this housing, in terms of money, time, and pressure, as they are forced to travel between these points may also increase significantly.

Private costs are borne disproportionately by different groups in the Region. For example, low density carries higher private costs for the poor, elderly, and handicapped than for those with more money and agility. To the extent that some of these private costs cannot be met by individuals they become public costs through the provision of extended support services.

WE TAKE AS A PREMISE THAT PLANNING SHOULD NOT, AT A MINIMUM, INCREASE PRIVATE SOCIAL COSTS TO THOSE WHO ARE ALREADY DISADVANTAGED. PREFERABLY, IT WOULD DECREASE THEM.

We further assume that the Region intends that, at a minimum, the policies of the Official Plan will not increase either public or private social costs and, preferably, would reduce them.

000430

On this understanding we make three main points in our submission:

1. The data providing the basis for resolving the strategic issues identified in the discussion paper deal with norms and averages for the population. Special groups (for example, the elderly, youth, mother-led families, the working poor, racial minorities) are blended out. Thus the very groups which pose public costs (current and potential) because of their disadvantages, and already bear high private costs in relation to their incomes do not show up in the data. Without this basic population data, strategic issues will be resolved without knowing if the public costs to the Region or the private costs to individuals are being increased, decreased, or staying about the same as a result of the solution.

2. The links between groups in the population and the strategic issues have not been identified. In choosing a solution to a strategic issue -- for example, to pursue the policy of encouraging growth of urban communities -- the implications in even general terms for specific groups are needed. For example: if the densities and policies in these communities permit little low-cost housing to be built, which is the current situation, what are the costs to the Region and to individuals of workers travelling from other areas to bring the skills and education appropriate to the projected jobs? While it is difficult to prepare these non-capital social cost implications, we feel it is premature to attempt to resolve the strategic issues without at least an annotated listing of the implications associated with the possible solutions, together with an estimated magnitude or direction of the costs entailed.

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1

282.

3. The discussion paper forcefully demonstrates the need for close liaison with social service providers, social planners, and others familiar with the techniques for drawing out the implications of the strategic issues. Land use planners need not do this alone. Considerable attention to these implications is in order. We should bear in mind that the potential public and private costs are on-going costs, and that the public portion alone involves outlays on the order of four times that of the one-time capital costs.

000432

The form used in this brief is to respond in turn to each of the major sections in the discussion paper. These are "Current Trends and Projections" and "Strategic Issues". Points 1 and 2 above are discussed in greater detail in those sections respectively. Finally, we make some recommendations.

More broadly, our approach in this submission is in keeping with the 1983 Planning Act which says that an official plan will have regard for social, economic and environmental consequences. Further, our comments are made within the context of the existing jurisdictional framework of the Region, including the current allocation of responsibilities among the levels of government and departments within. Our comments recognize the existing partitions but do not imply concurrence with them. We have commented elsewhere on a number of jurisdictional problems, many of which problems pose difficulties for setting policies and implementing official plans.[1]

[1] Social Planning Council of Ottawa-Carleton, Housing Committee Comments on the Mayo Report, September, 1977; Comments on the Report of the Planning Act Review Committee, October 1977; Report of Ad Hoc Committee on the Planning Act: Comments on the White Paper on the Planning Act, January, 1980.

000433

Current Trends and Projections

This section elaborates Point 1 which argues that the data providing the basis for resolving the strategic issues deals with averages and blends out special groups while it is precisely these special groups that incur the highest public and private social costs in managing their daily lives.

The Regional Development Strategy (and its background reports) provides some of the data indicating that households, jobs and housing are changing in relation to one another. However, additional data and further analysis are necessary as a basis for taking the next step in developing the official plan, that is, resolving certain strategic issues that are identified in the discussion paper.

We believe it is vital to gather and analyze this data prior to assessing strategic issues, first, to identify groups at risk and to prepare profiles of each; second, to understand the physical movement of groups within the Region over time (for example, where they used to live and work and where they now live and work); and third, to try to establish trends for the size of special groups and to design policies for the plan that can be expected, with some degree of certainty, to enhance their flexibility of choice and mobility within the Region. In the discussion paper, page 25, flexibility of choice and mobility are implied to be goals we would want to head towards for all residents. It is axiomatic that those with the greatest financial resources and sense of well-being have the most choice. Planning policies must ensure that those already disadvantaged are afforded the greatest likelihood of increasing choice or, minimally, are not further disadvantaged.

2

For these reasons we advocate analysis of the population by census tract. A number of variables could be mapped that are indicators of specific population groups. This provides the social characteristics in conjunction with the geographic distribution. Additionally, gathering the same data over consecutive census years provides the changes over time. From analysis of mapped data one can begin to determine the impacts of physical plans on various groups. Variables collected and analyzed by census tract could include: median income; incidence of low income; gross monthly rent and ownership payments greater than 25% of household income; average gross monthly rent and major monthly payments for owners; labour force participation by women and men; the ratio of women to men in a tract; percentage of elderly; percentage of children; and so on.

000434

Table 1 provides an example. It lists 1971 and 1981 values for 19 selected variables for one Ottawa census tract, Census Tract 055. This census tract, located in Lower Town, comprises the area bounded by St. Patrick Street, Guigues Street, part of Cumberland Avenue, the Rideau River and the Ottawa River (see Map 1). It is a poor neighbourhood.

MAP 1

000435

TABLE 1

19 Selected Variables for Census Tract 055
1971 and 1981

Variable	1971	1981
1. Private Household Median Income (expressed in 1980 dollars)	$17,011	$15,765
2. Number of Males Aged 20+	685	785
3. Number of Females Aged 20+	1,115	1,145
4. Percent Females Aged 20+	62%	59%
5. Total Population	2,455	2,230
6. Number of Children Aged 0-19	655	300
7. Percent Children Aged 0-19	27%	13%
8. Number of Elderly Aged 65+	350	495
9. Percentage of Elderly Aged 65+	14%	22%
10. Average Rent (expressed in 1980 dollars)	$ 228	$ 468
11. Average Rent as Percent of Median Income	16%	36%
12. Number of Occupied Dwellings	660	870
13. Number of Units Rented	530	725
14. Percent of Units Rented	80%	83%
15. Total Labour Force	1,285	1,245
16. Number of Females in Labour Force	715	645
17. Percent of Females in Labour Force	56%	52%
18. Number of Males in Labour Force	570	600
19. Percent of Males in Labour Force	44%	48%

Source: Statistics Canada, 1971, 1981 Census

According to the table, between 1971 and 1981, the private household median income (expressed in 1980 dollars) decreased from $17,011 to $15,765; the percentage of children (aged 0-19) decreased from 27% to 13%; the percentage of elderly (aged 65 and over) increased from 14% to 22%; and the average rent (expressed in 1980 dollars) increased from $228 to $468. In 1971 the average rent was 16% of the median income; in 1981 it was 36%. In other words, a number of important changes have taken place in this area, and one would want to know what the impact of the physical plan will be in terms of, for example, increasing household income, providing support to seniors, providing affordable housing, and increasing employment.

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The tenor of the discussion paper suggests that, all in all, things are getting better. For some of us this is likely true. However, perhaps because of the high level of aggregation of data, the authors do not mention that the incidence of poverty is increasing significantly. More detailed analysis indicates that the rich are getting richer (boosting the average) but that the poor are losing ground. Thus, some of us are doing "better" but more of us are doing "worse". A recent report prepared for the City of Ottawa shows the following graphs related to the RMOC:

000137

FIGURE 1

Growth in General Welfare Population - All Recipients

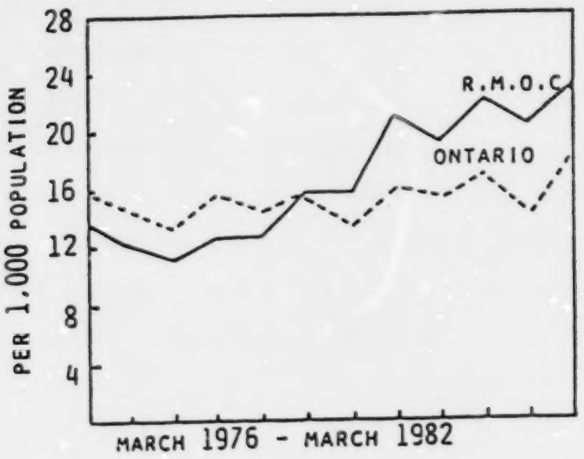
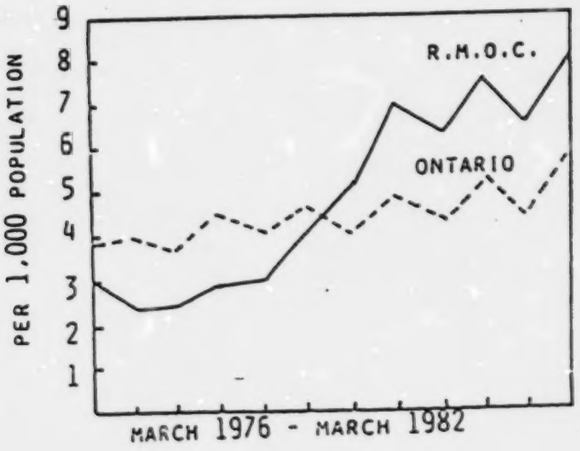


FIGURE 2

Growth in General Welfare Population - Single Recipients



Source: City of Ottawa Strategic Housing Study. Phase I report, Appendices, page 71. Prepared by Peter Barnard Associates in association with Social Policy Research Associates and Arthur Andersen & Co. April 1984.

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The same report notes that the "growth in very poor households, especially for low income individuals as indicated by General Welfare Caseloads, is noteworthy in the period 1976 to 1982, and exceeds the same trends for Ontario as a whole. That this should occur in Ottawa-Carleton, in the face of popular views that Ottawa has missed many of the negative effects of recent economic recessions, is more surprising." (page 70)

4

Surely increasing poverty is a factor of some consequence to be considered in resolving strategic issues. Can the trend over the past few years be expected to continue? What numbers are we talking about? How are the answers to those questions related to residential land requirements? to transit ridership? to encouraging new jobs to be located at transit nodes rather than in urban communities? It is necessary to have the information in order to draw out the implications so that intelligent choices can be made.

5

Discussions concerning data have been held with the Regional Planning Department in the last few weeks and a joint effort is underway by Planning and the Social Planning Council to collect what is most urgently required. Who will do the analysis, draw out the implications of options presented by the strategic issues, and put the two together has not been determined.

Strategic Issues

This section elaborates Point 2 which argues that since the links between the strategic issues and the effects on groups in the population have not been identified, it is premature to attempt to resolve the strategic issues.

003000

The authors of the Regional Development Strategy have identified the following six strategic issues: (1) rural growth; (2) urban growth (that is, what should be the repartition of growth between urban and rural areas?); (3) additional urban land (over and above that already designated for urban uses that will be required to accommodate growth); (4) location of future growth (that is, should it be directed along the already strongly articulated east-west axis towards Kanata and Orléans, or south, or somewhere else?); (5) employment distribution and transportation (that is, should new employment be encouraged to locate in the three urban communities to reduce traffic to the centre and hopefully create more jobs close to homes; should the transitway serve as a development tool, that is, as a mechanism for influencing the distribution of employment and residential growth?); and (6) urban communities (that is, to what extent can these be developed during the period of the next plan with strong town centres containing a range of jobs, community services, and business and retail services?)

We agree with the issues that have been identified. The community and Regional Councillors now need to know what the implications are of choosing one resolution or another of a strategic issue.

The authors say that there are very few reliable cost estimates that can be brought to bear on the issues. Nonetheless, it seems possible and appropriate at the very least to provide an annotated listing of the range of implications that should be considered in choosing one resolution over another. Dollar values may not be feasible but some magnitude,

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comparative values, or direction (up, down, sideways) in the public and private social costs entailed are possible. Without these, reasonable assessment of the strategic options is hardly possible. Some budget implications have been identified for potential capital projects under different options. Capital costs take up about 20% of the total RMOC budget. By comparison we do not even have a sense of whether the different options increase or decrease non-capital costs which take up about 4 times the amount spent on capital projects.

Let us take the example of strategic issue 6 -- urban communities. The issue is whether, realistically, these can be developed with sufficiently high levels of employment and strong retail and residential centres to ensure they develop into more than bedroom communities. At a high level of abstraction, pages 32 and 33 of the discussion paper set out what needs to happen to achieve this level of development, what benefits would be realized, and what difficulties can be expected enroute. However, more specifically which groups could be expected to move to these communities, what kinds of housing they would live in, and what sorts of jobs might be available in the vicinity and how well they would suit those living there are not discussed.

We fully recognize that it is the nature of an official plan to be directed to the long term and to establish <u>general</u> development principles. This is not to say, of course, that they are <u>based</u> on generalities. The authors of the discussion paper are obviously fully cognizant of this, having put considerable effort into developing trends, strategic issues and the cost and staging implications of capital projects. Some effort is now required to develop the parallel non-capital public and private

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implications and social costs. For example, we need to be able to assess if the non-capital costs are expected to be higher, lower or about the same to provide social services if client groups are living or working (or both) in urban communities or in other areas. In the same vein, we need to know what the private cost implications are for disadvantaged groups if employment distribution is encouraged around existing rapid transit nodes versus in urban communities. These are the sorts of questions we would urge the Region to examine before attempts are made to resolve the strategic issues.

Conclusions and Recommendations

In light of the above discussion, the Social Planning Council cannot comment at this time on the strategic issues presented in the Discussion Paper. The data does not indicate how the various options will impact on disadvantaged groups. Instead, we recommend that:

1) The Regional Planning Department gather and analyze socio-economic data on disadvantaged groups (for example, the elderly, youth, mother-led families, the working poor, racial minorities) showing movement over time by census tract.

2) The Regional Planning Department, in conjunction with social service providers, social planners and others knowledgeable in this kind of work, establish the links between population groups and the strategic issues, drawing out the implication of various options for the disadvantaged, in particular.

3) The Regional Planning Department insert another step in the current community consultation process to allow full public examination of and response to these implications.

The Social Planning Council would be pleased to assist in this work.

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TransCanada PipeLines
P.O. BOX 54 COMMERCE COURT WEST, TORONTO, CANADA M5L 1C2
(416) 869-2111

OTTAWA-CARLETON
RECEIVED
MAY 17 1984
PLANNING DEPARTMENT

1984-05-15

Mr. J. M. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

Official Plan Review
R. M. of Ottawa-Carleton

Thank you for circulating TransCanada PipeLines with a copy of the Regional Municipality of Ottawa-Carleton's Official Plan Review. As two of TransCanada's pipelines traverse the Region, we are interested in the Region's Development Strategy with respect to our facilities, and therefore appreciate the opportunity to offer the following comments.

1. We note that some lands traversed by our pipeline are designated as "Mineral Resource" and "Marginal Resource" areas. Blasting specialists commissioned by TransCanada to study the effects of uncontrolled blasting in quarrying operations adjacent to a natural gas transmission line, have recommended that such operations be set back a minimum of 300 metres. A copy of the study was forwarded to your office in March, 1982. With this in mind, we ask that the Muncipality consider that mineral extraction may not be a compatible land use to that of a natural gas transmission pipeline.

2. At present, there appears to be little development planned in the Municipality near our facilities. However, according to the Official Plan Review, there is a possibility that urban development will be directed south of the greenbelt area in the near future, and may eventually spread to lands adjacent to our pipelines. Therefore, TransCanada would appreciate the Municipality's cooperation in continuing to nofity us of specific plans of subdivision, severance, zoning and other urban developments and providing us with the opportunity to examine and comment on them prior to their approval. In this way, developments which may have an impact on the operation of the pipeline can be evaluated and appropriate measures taken to ensure pipeline security and adherence to safety standards.

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3. In areas where urban development is anticipated adjacent to our lines, we request that all permanent structures or excavations be set back at least ten metres from the pipeline right-of-way to allow sufficient work space for routine pipeline maintenance and future construction.

1

4. Schedule D indicates that the proposed Highway 416 will cross the pipeline at Lot 32, Concession 3, in the Township of Rideau. Under Section 77 of the National Energy Board Act, all crossings of the pipeline by roads and above or below ground utilities require the prior approval of the National Energy Board.

2

Enclosed for your information is a copy of Urban Development Near Pipeline Facilities, which discusses the preceding comments in greater detail.

We hope the foregoing will be of assistance in the preparation of the R. M. of Ottawa-Carleton's Official Plan. Please do not hesitate to contact the undersigned if you wish to discuss our recommendations or require any additional information.

Yours truly,

P. A. Finnegan

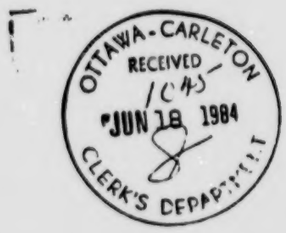
Patricia A. Finnegan
Right-of-Way Department

paf
Enclosure

830-E

Mr. Leslie Lucas
Regional Development
Study Group
Westboro Community Association
467 Edison
Ottawa, Ontario
K2A 1V1

June 18, 1984



Mr. Barry O'Gorman
Secretary, Regional Planning
Committee
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario

000446

Dear Mr. O'Gorman:

The Westboro Community Association did not have enough time to prepare a brief for the May 29 public hearing on the Regional Development Strategy. The reasons for this are explained in the attached letter of May 18, which was sent to the Regional Clerk. (Please note that the Regional Clerk has not yet responded to the letter.)

This letter outlines some of our concerns and ideas about the development strategy for the region. We would like our views to be registered in the Staff Report on the Regional Development Strategy.

Our most fundamental concern is that the Regional Development Strategy, in general, lacks innovative ideas about how the region of Ottawa-Carleton can develop. We would like to see fresh and imaginative approaches explored and acted upon in relation to the development of Westboro and the Ottawa-Carleton region as a whole.

Below are some different ways of looking at the development of the region that we are thinking about, and which we would like the Regional Planning Committee to examine and incorporate in both the Strategy and Official Plan for the region.

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1. The Natural Environment -- Ottawa-Carleton is part of the natural environment. In other words, our lives are sustained by natural life-support systems and we share the environment with other forms of life. The Regional Development Strategy and the Official Plan do speak about the need for environmental management, but do not specifically acknowledge that we are part of and dependent on the natural environment. Nor is there any acknowledgement of the need to develop the region in ways that respect other forms of life -- trees, plants, animals, birds and so on. We would like to see it stated in the Regional Development Strategy and Official Plan that all human activities need to be in harmony with the natural environment. This must be a primary premise in any plans for the region.

2. Housing -- There seems to be an assumption in the Regional Development Strategy that most people want to live in single family homes. If people had a variety of attractive and affordable housing options, such as innovative multi-family dwellings, they might choose different lifestyles. There is a need to encourage the designing and building of housing that will provide alternatives to the single family home.

3. Community and Economic Development -- Many people would like to work and shop in their communities. We are in favour of decentralizing places of work and of developing community-based enterprises. It may be a good idea to allow some small businesses to operate on residential blocks. For example, barber shops, sewing machine repair shops, small restaurants and other neighborhood enterprises could be opened in residential areas. Such enterprises, of course, would have to be approved by members of the community.

4. Energy Policy -- The strategy for the region does not contain a comprehensive and precise energy policy. There is a need for a policy that encourages the development of a variety of alternative energy sources, such as solar power.

5. Sewage Disposal -- We would like to see the development of sewage processing systems that recycle and resuse sewage. New technologies have been developed that turn sewage into fertilizers and other useful products. It no longer makes sense from both an economic and environmental perspective to discharge sewage into the Ottawa River. Therefore, we want the Planning Committee to reconsider the current plans for expanding the Green Creek Sewage Treatment Plant. The millions of dollars that are going to be expended on upgrading the present sewage system could be spent more wisely on developing systems for recycling and reusing sewage.

   In relation to point 4., Energy Policy, technologies are available for producing methane gas from sewage. Methane can be used as a transportation fuel.

...3

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6. Transitway -- We are not in favour of using either Churchill Avenue or Kirkwood Avenue as feeder-routes to the Transitway. The Westboro Community Association wants to be consulted on any Transitway development plans that will affect the the Westboro community.

7. Public Consultation -- The Westboro Community Association wants to be informed about any proposed changes to the Official Plan. We want such information to be mailed to the Association on a continuing basis.

6

The above concerns and ideas represent our major initial thoughts about the Regional Development Stategy. We still require more time and information to elaborate on our thoughts, and to look into other issues. We are planning to present a brief at the public hearing on the Draft Official Plan.

To learn more about the Official Plan, we would like to meet with a regional planner to discuss the overall plan for the region. It would be convenient for us to do this in July. Please advise us as to who we should call to arrange the meeting.

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Please send us a letter acknowledging that our concerns and ideas have been received and that they have been presented to the Regional Planning Committee.

Thank you for your attention.

Yours sincerely,

Lorne Peterson
for

Leslie Lucas
Chairman
Regional Development Study Group
Westboro Community Association

299.

000449

WESTBORO COMMUNITY ASSOCIATION,
411 Dovercourt Ave.,
Ottawa, Ontario

18 May 1984

Regional Clerk,
222 Queen Street,
Ottawa.

The Westboro Community Association would like to register its interest in the Official Plan Review and in the discussion paper "Regional Development Strategy".

We are of the opinion that the time has been much too short for our and other groups to study the paper and make a contribution to the process.

We do recognize the fact that the "Strategy" will form the basis or direction for the development of the official plan and therefore we are most anxious to ensure the proper direction is chosen in the first instance.

We would very much like to be given the time to educate ourselves, obtain further information and prepare a brief for submission to the Regional Planning Commitee. This we cannot possibly complete by the date of May 29 1984.

We would like to refer to the 1974 official plan, section 6.6

> ...Extensive use will be made of the skills and resources that communities and individuals are prepared to provide. In this way interested citizens should be able to have good access, not only to information, but also to the decision making process.

Please have a copy of this letter given to the members of The Regional Council.

Yours sincerely,

Leslie Lucas.

Chairman,
Regional Development Study Group,
Westboro Community Centre

300.

Number/
Numéro

4

Regional Municipality of Ottawa-Carleton Planning Department June ,1984

official plan review

DISCUSSION PAPER

REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT :

BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

VOLUME III : INDIVIDUALS

REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT:

BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

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000452

000453

INTRODUCTION

On the 29th of May 1984 the Planning Committee of the Regional Municpality of Ottawa-Carleton held a public hearing to receive comments and submissions on a planning staff report entitled: Regional Development Strategy (Discussion Paper).

That report, dated March 84, was presented to Planning Committee on the 6th of March and then immediately released to area municipalities, agencies, community groups and individuals for their review. During March, April and May the planning staff met with community groups, agencies, and municipal staff to explain the strategy report and provide additional detail.

These three volumes contain copies of all of the briefs submitted prior to, at, or after the hearing - up to 20 June 84. Volume I includes all briefs prepared by municipalities. Volume II includes all briefs prepared by agencies, interest groups, etc. Volume III includes all briefs by individuals.

In most instances, the planning staff have prepared a written response to specific comments presented in the briefs. A number appears in the margin of the text in these volumes to indicate where a staff comment has been prepared. The reader will need to refer to the companion publication entitled Public Consultation Report: Staff Response to Briefs Received at 29 May 84 Public Hearing (June 84) to review the staff response.

000454

attn June 16th 1984.

To. J.M. Wright planning Commissioner

we got a notice Fri June 16th/84.

re Planning of Fisher ave to Carling

we live on Fisher ave there is

already far ~~too~~ to much Traffic

by times it is almost impossible to

get in or out of our driveway and

the noise and pollution is terrible

day and night, we have to keep our

windows and doors closed. that

means we are shut in the house

summer and winter, we are Senior

Citizens it is to dangerous to try and

cross the Road to Get in the park.

there is no need to widen Fisher.

ave, you will be hearing more from

the people on Fisher ave.

including us. Yours Truly

Mr & Mrs Cyril Adams

846 Fisher ave

Ottawa Ont. K1Z-6P2

phone 728-2469.

1

000455

Lucie Brorkosh
844 Fisher Ave.
Ottawa, K1Z 6P2

Ott. 16. June 1984

Att: Fisher Ave. Widening.

Dear Mr. J. M. Wright.

I like to make it clear, I am against it. We bought our property, because of the beautiful park across. But now we are afraid to cross the street because the traffic is so heavy and it will be worse when the street is widened. What about the pollution and the noise. We like to live and sleep at night.

1

OTTAWA-CARLETON
RECEIVED
JUN 19 1984
PLANNING DEPARTMENT

Sincerely
Lucie Brorkosh

000456

SPEED MESSAGE

Date June 18, 1984

To Mr. J.M. Wright, Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street, Ottawa K1P 5Z3

From Doreen E. Burnside
854 Fisher Avenue
Ottawa, Ontario
K1Z 6P2

OTTAWA-CARLETON RECEIVED JUN 19 1984 PLANNING DEPARTMENT

Subject Official Plan Review: Transportation Component of the Regional Development Strategy -- FISHER AVENUE WIDENING

I have just learned that the RMOC Transportation Department wants to widen Fisher Avenue to four lanes all the way to Carling Avenue. I have been living on Fisher Avenue since July 1919 and I strongly object to the widening of Fisher Avenue for the following reasons:-

- environment and social disruption
- noise, air pollution (due to all the heavy trucks) 1
- reduced beauty of the Experimental Farm
- extra traffic on Fisher Avenue (of which there is too much now)
- reduce pedestrian safety (it is hazardous now trying to get across the street).

With the reconstruction of Merivale from Kirkwood to Carling the Woodroffe Transitway and the development of Highway 416 through Cedarview, there is absolutely no need whatsoever to widen Fisher Avenue. Why not consider widening the Prince of Wales Drive which would provide a more direct route to the downtown core and would also take some of the heavy traffic off Fisher Avenue.

Signed Doreen E. Burnside

WilsonJones

3.

OTTAWA-CARLETON
RECEIVED
JUL 21
PLANNING DEPARTMENT

000457

832 Fisher Avenue
Ottawa, Ontario
K1Z 2P6

June 18, 1984

Mr. J.M. Wright
Planning Coordinator
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Mr. Wright:

Re: Official Plan Review: Transportation Component
of the Regional Development Strategy

As a home-owner and resident of Fisher Avenue, I am appalled to hear of the possibility of the Regional Municipality doubling the width of this street.

1 The reasons for my concern and dismay are many and include the following.

- The safety of pedestrians, particularly children, in this residential area would be seriously jeopardized.
- The additional noise and air pollution would be detrimental to the quality of life of residents on this street and in the area.
- The green spaces within the city are being encroached upon to an alarming extent. The Civic Hospital area has recently lost many acres of green space.
- Ottawa has been severely segmented by major thoroughfares and the widening of Fisher Avenue would further this unfortunate and undesirable circumstance.
- Traffic flow would increase drastically on Fisher Avenue and on the adjacent streets (particularly Parkdale with its access to the Queensway and the Parkway) which can ill afford additional traffic.

The traffic-flow capacities of other Regional Municipality planned developments such as Highway 416 through Cedarview, the Woodroffe Transitway and the reconstruction of Merivale should be analysed before such drastic action is taken on Fisher Avenue.

Yours sincerely,

Sarah Campbell

4.

000458

May 29,1984

Regional Municipality of Ottawa-Carleton
Planning Department
222 Queen Street
Ottawa , Ontario
K1P 5Z3

Dear Sir,

Being in Business for twenty years in the area and now more involved in development and real estate I have the following to make about the Notre Dame des Champs area.

Notre Dame des Champs should be permitted to grow to a population of between 3000 to 5000. Because of the small size of individual land holdings and extensive strip development the village boundaries need to be more flexible to permit rational development. There is a good road leading to N. D. C.. The Village is located only 20 minutes from downtown Ottawa. Regional water is available, storm services can be easily installed and the the sandy mixed soils would also permit good septic services. The Village has it's own primary school, community centre and sports field, church, bank and stores.

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Because Orleans has outgrown the village concept, N. D.C. could very well provide the much needed village atmosphere that has been lost through growth.

5

I definitely favour an East and West development. We are lucky to have had the opportunity to plan as well as we have in advance. Things are happening now. Let's be sure we plan ahead now in time to allow progress for tomorrow.

Yours Truly,

Rach Chatelain

President-RAPID MECHANICAL LTD
1876 Boyer Road, Orleans, Gloucester.

379 Huron Ave South,
Ottawa K1Y 0W9
1st June 1984

Mr. J.H. Wright,
Planning Commissioner, RMOC

OTTAWA-CARLETON
RECEIVED
JUN
PLANNING DEPARTMENT

C004339

Dear Sir:

re Fisher Avenue Widening

In the 1960's the Queensway was built through the Civic Hospital area. Residents had to accept the heaviest traffic in the region in the name of the public good. In return, we were promised the Merivale Corridor as assurance against having to bear north-south traffic as well

In the 1970's the Westboro community defeated the Merivale Corridor. North-south traffic increased dramatically on Fisher - Holland - Parkdale.

1 Now in the 1980's you propose to widen Fisher. The effect is a massive north-south arterial through our area. We were promised this would not happen. If you go ahead, you will be dealing yet another

6.

000460

blow to an already severely stressed community, one of the prettiest and more responsible residential areas of the city.

We have had to accept the Queensway; the development of several medical buildings on Carling with resultant traffic and parking problems; the regionalization of Holland with heavy trucks, extra buses and massive rush-hour noise and pollution. Still we stay, raise our children, and care for our homes.

The heart of our area has coped with hospital expansion, Queensway expansion, novel south through traffic. By widening Fisher, the inevitable feed through on Holland and Parkdale will deal a final blow that we cannot survive. No community can take the widening of a Queensway and a Carling on its periphery, as well as an east-west dissection from a Fisher-Holland-Parkdale corridor.

Please spare our homes from this death blow.

Blanche Conder

c. Andrew Haydon
Marion Dewar
Graham Byrd

J.R. GROVER P.ENG.
115 RUSKIN ST.
OTTAWA. ONT.
K1Y 4B5

CONSULTANT
BROADCAST.MANAGEMENT.ENGINEERING
Tel: 613-729-9328

June 19, 1984

000461

Mr. J.M. Wright
Planning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen St.
Ottawa, Ont.
K1P 5Z3

OTTAWA-CARLETON RECEIVED JUN 21 PLANNING DEPARTMENT

Dear Sir,

Re: Official Plan Review;
Transportation component of the
Regional Development Strategy

I wish to offer the following comment:

On page 25 of the document Table 5 "Road Improvement & Costs to meet Existing Needs Inside & Through the Greenbelt" includes an item:

"Fisher Avenue-reconstruct to 4 lanes Baseline to Holland"

It gives me great concern that such a project should be listed (and as an improvement!) in the Plan Review.

1 The inevitable result of the widening of Fisher would be to increase traffic on Island Park, Holland and Parkdale Avenues. These avenues cut through the residential area known as the Civic Hospital Area. They are overloaded with traffic at present which is already threatening to downgrade the residential quality of the area. Any increase in traffic could not be tolerated and the net result would be a loss to the municipality of a first grade residential community.

The widening of Fisher between Baseline and Holland should not be viewed shortsightedly as an "improvement" but be seen in its fuller context as a retrograde step with serious deleterious effects upon the community.

3.

May I urge that solutions to "Transportation" problems not be permitted to adversely impinge on existing community assets and that the item relating to Fisher Avenue be expunged from the Official Plan Review.

Transportation planning must find solutions through construction of new arteries away from existing residential areas.

000462

Yours sincerely,

N.R. Grover

N.R. Grover P.Eng.

703 Parkdale Avenue,
Ottawa, Ontario,
K1Y 1J4,
June 18th., 1984.

BY HAND

Mr. J. M. Wright,
Planning Commissioner,
Regional Municipality of Ottawa-
Carleton,
222 Queen Street,
Ottawa, Ontario,
K1P 5Z3.

OTTAWA-CARLETON
RECEIVED
JUN 1
PLANNING DEPARTMENT

000463

Dear Mr. Wright:

We are disturbed that there is an apparent intention on the part of RMOC Transportation Department to widen Fisher Avenue to four lanes to Carling Avenue.

This seemingly completely ignores the planned development of other alternative roadways such as Highway 416 through Cedarview, the Woodroffe Transitway and the reconstruction of Merivale from Kirkwood to Carling.

Another important factor against this intention is the unwanted increased traffic volume on Fisher, Island Park, Holland and Parkdale, an already overburdened area.

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Please accept this letter as a request to reconsider such an unwise move.

Yours very truly,

Diane Keeling

(Mrs.) Diane Keeling.

10.

PRESENTATION TO REGIONAL PLANNING COMMITTEE, MAY 28, 1984.

THE REGIONAL MUNICIPALITY OF OTTAWA CARLETON WAS ESTABLISHED IN 1968 AND ONE OF ITS FIRST PRIORITIES WAS TO PRESENT THE PEOPLE OF THE REGION WITH AN OFFICIAL PLAN.

AFTER FIVE YEARS OF PUBLIC PARTICIPATION, INTER-GOVERNMENTAL CONSULTATIONS, COUNCIL MEETINGS, ETC., A DRAFT OFFICIAL PLAN WAS ADOPTED ON AUGUST 17, 1973. GROWTH STRUCTURE WAS DESIGNATED AND PROPOSED IN THREE PRIORITIES. THE FIRST PRIORITY WAS - AREAS WITHIN THE GREENBELT,

- GLENCAIRN-KANATA,
- ORLEANS,
- BARRHAVEN, UP TO ITS EXISTING SERVICES.

THE SECOND PRIORITY WAS CARLSBAD SPRINGS, AND THE THIRD PRIORITY WAS BARRHAVEN WEST EXPANSION.

THE DRAFT OFFICIAL PLAN WAS RELEASED WITH MUCH PUBLICITY AND MUCH REGULAR MEDIA COVERAGE. MANY PUBLIC MEETINGS WERE HELD THROUGHOUT THE REGION FROM SEPTEMBER 1973 THROUGH JANUARY 1974.

ON APRIL 23, 1974, A REVISED DRAFT OFFICIAL PLAN WAS ADOPTED. GROWTH STRUCTURE WAS PROPOSED AND DESIGNATED AS FOLLOWS -

- (1) ALL LANDS WITHIN THE GREENBELT,
- (2) KANATA-GLENCAIRN,
- (3) ORLEANS,
- (4) BARRHAVEN, UP TO THE LIMIT OF EXISTING SERVICES,

ON JUNE 27, 1974, FINAL DRAFT OFFICIAL PLAN WAS APPROVED. GROWTH STRUCTURE WAS PROPOSED AND DESIGNATED AS FOLLOWS:

(1) ALL LANDS WITHIN THE GREENBELT,

(2) KANATA-GLENCAIRN,

(3) ORLEANS,

(4) BARRHAVEN UP TO THE LIMIT OF ITS SERVICES, (UP TO A MAXIMUM OF 22,000 PERSONS),

(5) CARLSBAD SPRINGS,

(6) SOUTH OF THE GREENBELT IN GLOUCESTER TOWNSHIP.

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THE REGIONAL PLANNING DEPARTMENT CONCLUDED (PUBLIC PARTICIPATION PROGRAM FOR THE PREPARATION OF THE OFFICIAL PLAN 1970-74), "IT IS HARD TO ESTIMATE HOW THE PLAN MIGHT HAVE LOOKED IF EXTENSIVE PUBLIC INVOLVEMENT HAD NOT OCCURRED OR HAD BEGUN NEAR THE END OF ITS DEVELOPMENT" (p. 28).

THERE WAS NO OPPORTUNITY FOR PUBLIC PARTICIPATION ON THE FINAL DRAFT OFFICIAL PLAN (APPROVED JUNE 27, 1974). HOWEVER, FIFTEEN DAYS AFTER THE APPROVAL OF THE SAID PLAN, JULY 12, 1974, AT A SPECIAL MEETING OF REGIONAL COUNCIL, MOTION 27 WAS PASSED. THIS MOTION READ: "THAT THE SOUTH GLOUCESTER DESIGNATED COMMUNITY INCLUDING BARRHAVEN BE DESIGNATED AS AN INITIAL GROWTH AREA OF APPROXIMATELY 100,000 IN POPULATION AND THAT CARLSBAD SPRINGS BE RESERVED FOR FUTURE DEVELOPMENT".

SO THE PRIORITY FOR GROWTH STRUCTURE WAS SWITCHED FROM CARLSBAD SPRINGS BY POLITICIANS.

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THREE MONTHS PRIOR TO THE REGIONAL OFFICIAL PLAN BEING ADOPTED, A NEW SOUTH URBAN COMMUNITY WAS ESTABLISHED WITHOUT ANY PUBLIC PARTICIPATION OR PUBLIC AWARENESS, OR ANY PROPER STUDY. A STUDY WAS UNDERTAKEN AFTER THE SOUTH URBAN COMMUNITY CONCEPT WAS INTRODUCED INTO THE FINAL DRAFT OFFICIAL PLAN.

AT THIS STAGE, I BECOME CONFUSED AS TO THE PROPER DESIGNATION TO BE GIVEN TO THIS DEVELOPMENT AREA, BECAUSE, I BELIEVED THAT THE SOUTH URBAN COMMUNITY WAS FURTHER EXPANSION OF BARRHAVEN, NORTH OF THE JOCK RIVER. HOWEVER, IN THE STUDY THE DESIGNATION OF SATELLITE CITY COMES INTO THE PICTURE SOUTH OF THE JO ARE THE DESIGNATIONS INTERCHANGEABLE, ARE THEY TWO DISTINCT AND SEPARATE AREAS, OR ARE THE TWO (SOUTH URBAN COMMUNITY AND SATELLITE CITY) INTENDED TO BE ONE AND THE SAME? 1

TO PARAPHRASE A PARAGRAPH FROM THE KAYO STUDY ENTITLED OTTAWA-CARLETON IN REVIEW, THE NCC PLAN CALLED FOR THE DEVELOPMENT OF A SATELLITE COMMUNITY OF 100,000 PEOPLE TO BE LOCATED IN THE VICINITY OF CARLSBAD SPRINGS ON LAND WHICH HAD BEEN PURCHASED BY THE FEDERAL AND PROVINCIAL GOVERNMENTS. THE PROPOSAL WAS INTENDED TO SHIFT GROWTH FROM A SOUTH AND WEST DIRECTION TO THE SOUTH-EAST, AS AN ALTERNATIVE TO THE SOUTH NEPEAN AND SOUTH GLOUCESTER DEVELOPMENT. THE NCC CITED THE FACT THAT THE CARLSBAD SPRINGS LOCATION IS ALREADY OWNED BY GOVERNMENT AND AS SUCH HOUSING COULD BE PROVIDED AT CONSIDERABLE LESS COST THAN ON PRIVATELY OWNED LANDS. THEY ALSO POINT OUT THAT THE LAND IS LESS WELL SUITED TO AGRICULTURAL USE AND THEREFORE CAN BE DEVELOPED WITHOUT TAKING GOOD AGRICULTURAL LAND OUT OF PRODUCTION.

000467

MEANWHILE, THERE WERE SEVERAL HIGHLIGHTS TO THE 1972 NEPEAN OFFICIAL PLAN WHICH SHOULD BE NOTED. THE PROPOSALS IN THE OFFICIAL PLAN WERE BASED ON POPULATION GROWTH PROJECTIONS COVERING THE NEXT TWENTY YEARS. THE PLAN ENCOURAGED THE CONSOLIDATION OF DEVELOPMENT. UNDEVELOPED LANDS WITHIN THE INNER LIMIT OF THE NCC GREENBELT WERE TO BE GIVEN FIRST PRIORITY FOR DEVELOPMENT. THE EXTENT OF URBAN DEVELOPMENT WAS TO BE RELATIVELY COMPACT. URBAN DEVELOPMENT OF RURAL AREAS WOULD BE SO LOCATED AS TO PRESERVE BETTER QUALITY AGRICULTURAL LANDS.

NEPEAN WENT ON TO APPROVE FIVE OFFICIAL PLANS IN TEN YEARS. THAT SIGNIFIES THAT EITHER NEPEAN PLANNING OFFICIALS WERE INEXPERIENCED IN PLANNING OR THAT POLITICS OVERRODE PROFESSIONAL ADVICE.

THE COSTS OF SWITCHING DEVELOPMENT PRIORITIES FROM CARLSBAD SPRINGS TO THE SOUTH URBAN COMMUNITY ARE ASTRONOMICAL AND I DO NOT PROFESS TO HAVE THEM ALL, BUT THE FOLLOWING ARE WHAT I HAVE BEEN ABLE TO PUT TOGETHER:

000468

REGIONAL GOVERNMENT STUDY OF STORM WATER TREATMENT (Ex. 1)	$ 60,000
PROVINCIAL GRANT TO HELP FINANCE PLANNING STUDY (Ex. 2)	55,000
STORM WATER MANAGEMENT STUDY FOR RIDEAU RIVER (Ex. 3)	1,434,000
STORM WATER MANAGEMENT STUDY - PROVINCIAL HOUSING MINISTRY (Ex. 4)	10,000
GLOUCESTER STUDY, LEDA CLAY SOIL - CARLSBAD SPRINGS (Ex. 5)	20,000
REGIONAL GOVERNMENT - STRUCTURE PLAN FOR SOUTH URBAN COMMUNITY (Ex. 6)	55,000
MERIVALE CORRIDOR PLAN - RMOC - (Ex. 7)	5,500,000
NCC - DeLEUW CATHER ENGINEERING STUDY ON SOUTHEAST CITY, CARLSBAD SPRINGS (Ex. 8)	200,000
ACRES REPORT 1979 - FLOOD AND FILL STUDY, SUC	32,000
J.L. RICHARDS - 2 STUDIES - FLOOD AND FILL 1968	no figure
1972	15,000
LAND BANKING BY FEDERAL AND PROVINCIAL GOVERNMENTS, CARLSBAD SPRINGS	16,000,000

OTHER EXPENSES FOR WHICH I HAVE NO FIGURES:

1,700 ACRES OF PRIME AGRICULTURAL LAND EXPROPRIATED FOR OPEN SPACE FOR SATELLITE CITY

32 ACRES OF RESIDENTIAL LAND DOWNZONED AND EXPROPRIATED ON JOCK RIVER FOR OPEN SPACE FOR EASTERN NODE PARK, S.U.C.

4,000 ACRES OF AGRICULTURAL LAND PUT UNDER RESTRICTION IN THE NAME OF FLOOD AND FILL, S.U.C.

I HAVE NOT SEEN ANY ESTIMATES OF COSTS TO SERVICE THE SOUTH URBAN COMMUNITY BUT I AM SURE THAT FIGURES WOULD BE ASTRONOMICAL. IT WOULD ENTAIL RUNNING SERVICES TO THE EXTREME END OF NEPEAN.

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MILLIONS OF TAXPAYERS' DOLLARS WERE WASTED BECAUSE POLITICIANS AND PLANNERS DID NOT AGREE.

APPENDIX "A" TO THE OFFICIAL PLAN STILL GIVES A RATING OF "C" TO THE SOUTH URBAN COMMUNITY DEVELOPMENT AND A RATING OF "A" TO CARLSBAD SPRINGS.

IF CLAY IS USED AS AN ARGUMENT AGAINST DEVELOPMENT IN CARLSBAD SPRINGS NOW, HOW CAN IT BE JUSTIFIED THAT "(5) CARLSBAD SPRINGS IN THE SOUTHEAST AREA BE RESERVED FOR FUTURE DEVELOPMENT" (REGIONAL PLAN p. 2-11)? HOW CAN IT BE RESERVED FOR FUTURE DEVELOPMENT IF IT IS NOT SUITABLE NOW? WHAT CAN CHANGE? POLITICIANS' PRIORITIES?

I OPPOSE THE RECOMMENDATION OF MOTION 27 AND AM IN FAVOUR OF THE REGIONAL PLAN AS IT WAS BEFORE THE INCORPORATION OF THIS RECOMMENDATION.

VICTORIA MASON
32 Corkstown Road,
Nepean -
829-2040

000470

New town planned

Continued from Page 1

regional council in 1974, put top priority on the privately-held southern urban area, relegating the federally-assembled Carlsbad Springs land bank to third priority.

The city of Ottawa opposes the southern growth area because it will mean another north-south roadway, cutting through existing neighborhoods. It also feared the southern area would further pollute the Rideau and Jock Rivers.

The area planned for the community stretches from the green belt on both sides of the Rideau River as far south as the airport. It includes parts of Nepean, Gloucester and Rideau townships.

Mr. Handleman said the $53,000 grant will help finance planning for a community that will integrate housing, industry, roads, public transport, schools and parks and recreation facilities — "all the things that go to make up a community.

"It will help make a better community — rather than a dormitory community where people merely sleep and don't do anything else," the minister said.

The agreement the province has signed with developers and the region and lower-tier municipalities has been made under its Housing Action Program.

Under the program, the province assists developers in cutting through red tape and speed up housing construction in priority areas. The province also offers municipalities interest-free loans to service land and grants to offset possible increases in local taxes and in some cases offers low-interest mortgages.

March 25 - 1976
Journal

Storm water problems under study

By Phil Kinsman
Citizen staff writer

Regional council has approved a $60,000 study of the problems of storm water treatment in the proposed south urban growth area near Manotick.

The study, jointly funded by the region, the province and Nepean and Gloucester townships, will examine the impact of a new urban community in terms of storm water pollution of the Rideau River.

Council voted unanimously for the study after rejecting, by 16 votes to 11, a motion to refer the matter to the executive committee.

Strong opposition still remains among many politicians and citizens' groups to council's decision to approve a satellite community of up to 100,000 people south of Ottawa, rather than in Carlsbad Springs as proposed by the federal government.

Regional planning officials told council the storm water study would be needed if the region is to assess and compare the impact of the southern growth area and the Carlsbad site.

91 CD CITIZEN DEC - 9 1975

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The Clarion June 30/1980

Storm-water management study for the Rideau River

In what could be the environmental success story of the 1980's, federal, provincial, and municipal levels of government are cooperating on a storm-water management study for the Rideau River.

The three year study, which began in June of 1979, is aimed at protecting the aesthetic and recreational value of the Rideau and its tributaries.

Studies in the past have indicated bacterial pollution of bathing beaches on the Rideau River following rainfall events. This has resulted in the closure of the beaches by the Medical Officer of Health on repeated occasions. The bacterial pollution is thought to stem from urban storm-water runoff, illegal sanitary sewer discharges and combined sewer discharges. Several bathing beaches subject to combined sewer discharges have been closed on a permanent basis until remedial programs are deemed effective. The beach on Mooney's Bay, subject mainly to storm runoff, has been intermittently closed in the past.

Major developments are proposed in the city of Nepean and Gloucester Township, with a total projected population of 100,000. Runoff from these developments would likely affect the Mooney's Bay beach. Therefore, this study was deemed necessary.

Activities which are now underway include: a comprehensive evaluation of stormwater runoff from developing urban and agricultural areas and their effects on the river, and determining the costs and effectiveness of techniques to control pollution from urban runoff. Specific studies of interest include: a study of the City of Ottawa's combined sewer system with a view to complete control of combined sewer discharges to the Rideau River; an experimental study on the efficiency of stormwater retention ponds for removing bacterial pollution and nutrients promoting algal growth (Kennedy-Burnett Storm-water Management Pond Study); a review of street cleaning techniques to reduce pollutant loadings of runoff as an alternative to retention ponds; development of a water quality model of the Rideau River between Manotick and the Ottawa River to test the effects of pollutant loadings on the quality of the river; and evaluating control options in order to minimize costs for capital investment and operating expenses while providing for acceptable levels of urban development and optimal recreational use of the Rideau waterway.

Costing a total of $1,434,000, the project involves participation from: the Township of Gloucester, the National Capital Commission, the Ottawa-Carleton Health Unit, the Rideau Valley Conservation Authority and the Ministry of Natural Resources.

Commitments by various agencies are as follows: City of Ottawa - $200,000, Environmental Canada - $300,000, RMOC - $200,000; City of Nepean - $34,000, Provincial Lottery Trust Fund - $700,000.

South Nepean

Sept 6-77

Southern growth pollution study aided by gov't.

Nepean Township has received a $10,000 grant from the ministry of housing to partially finance a storm water management study in the South Urban Community.

The study, which began in April, is looking at the various methods of keeping pollutants from being carried into the Rideau and Jock Rivers by storm water run-off.

Ernie Cole, the township's commissioner of works, said this type of study is required whenever a housing development is built near streams or tributaries running into other nearby waterways.

Cole said the Rideau River is low-lying, slow-moving, has a muddy bottom and has hard time cleaning itself of pollutants.

The study will determine whether ponds might be a practical way of storing storm water run-off, or whether chemicals such as chlorine should be added to destroy bacteria.

The grant will cover one-third of the cost, with the rest of the expenses split between the region and the township.

Nepean is anxious to clear up the problem of storm-water runoff, a major obstacle to regional government plans to the contentious southern urban growth area. Nepean and neighboring Gloucester township are eager to see the land developed, while rural and inner-city members of regional council believe rapid growth in the

Gloucester guns for supporters of Carlsbad city

39

E45

By Don Butler
Citizen staff writer

Gloucester Township trained its guns on Carlsbad Springs Tuesday in the continuing propaganda war over the location of future growth in Ottawa-Carleton — but Carlsbad's defenders were quick to return the fire.

The battleground was a 14th-floor committee room at regional government's Queen Street headquarters. On one side was Gloucester Reeve Bob MacQuarrie, flanked by a senior township administrator and a hired consultant.

Facing him, at the opposite end of the room, were three Ottawa aldermen who have championed the development of Carlsbad Springs instead of the southern growth area, which is designated in the regional official plan.

This latest engagement had been precipitated by a press conference called by Mr. MacQuarrie to release a consultant's report done for Gloucester which said development of the Carlsbad site could cost up to $300 million more than for a "normal" site.

The consultant's report, by J. L. Richards and Associates Ltd., had been prepared after Ottawa alderman Trip Kennedy reopened debate on the Carlsbad vs. southern growth area question at regional council two weeks ago.

Mr. MacQuarrie fired the first salvos with an historical review of the consultants' studies Gloucester has commissioned over the years on the feasibility of building on the 9,000 acre, publicly-owned Carlsbad site.

[redacted]

site.

The conclusion was that development, to a limited scale, was possible, but at an extravagant cost, he said.

[redacted] the world's leading authority on leda clay.

[redacted]

it," he said.

When the report of a consultant firm hired by the National Capital Commission and the Ontario Housing Corporation, which owns the Carlsbad site, was published listing development costs at Carlsbad at between $32,000 and $36,000, Mr. MacQuarrie said Gloucester officials were skeptical.

The township knew costs were higher than for land elsewhere in the township that was ready for development than Carlsbad, he said.

So J. L. Richards was hired to compile a report

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Citizen – Nov 6/75

Planning for growth area approved

The regional executive committee took another step Wednesday to speed development of a 4,000-acre site south of Ottawa designated as a growth area in the regional official plan.

By a vote of 4-2, the executive approved a recommendation to spend $55,000 to hire a planner and a project manager to prepare a "structure plan" for the south urban area. It will now go to regional council for approval.

The plan will designate areas for employment, housing, conservation and recreation activities, locate a district centre and set out an arterial road network.

Expected to have an eventual population of 100,000, the south urban area straddles the Rideau River in Nepean and Gloucester townships.

Largely owned by four major developers, the area was designated a growth area instead of the federally-owned Carlsbad Springs land, which was favored by regional planners.

The regional plan says development of the south urban area must start in the early 1980s in order to avoid a housing shortage in the region. Regional staff told the executive that planning must start soon if that deadline is to be met.

The issue sparked off some verbal sparring between Nepean Reeve Andy Haydon and Gloucester Reeve Bob MacQuarrie, staunch supporters of the plan, and Ottawa Mayor Lorry Greenberg and Controller Marion Dewar, who oppose it.

Mrs. Dewar noted that a recent study by the Federal Department of Agriculture showed that most of the land in the area was high-quality farmland, and should not be used for housing.

Mr. Haydon retorted that the federal government had gobbled up "square miles" of prime farmland to build Mirabel airport and was prepared to do the same to build an airport at Pickering. He said the federal arguments about the south urban area were specious.

"Is it right to compound that wrong?" parried Mrs. Dewar.

Mr. Greenberg, who arrived late, asked why planning was proceeding before the regional official plan had been approved by the province.

Planning Commissioner John Wright said planning must be done now to avoid housing shortages in the future.

Mr. MacQuarrie said Gloucester officials wanted planning expedited because the township is waiting to implement a concept plan for the area.

"If everything is shut off until the regional official plan is approved, then [illegible] be expropriating for transportation [illegible] the reeve said.

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Transport group axes Merivale corridor plan

By SUSAN RILEY
Journal Reporter

The prospect of a busy highway slicing through neighborhoods in the Merivale-Tweedsmuir corridor at some future date appears dimmer today after a meeting of the regional transportation committee Wednesday.

Committee members voted in favor of a staff recommendation that only a transitway be built in the so-called Merivale corridor, and no new road.

Regional council has still to give its approval before the highway idea is entirely ruled out but the transportation committee's vote represents a major victory for anti-roadway forces.

The corridor — intended to serve the new suburbs in the southern growth areas of south Nepean and south Gloucester — has been a source of controversy since it was first included in the regional plan two years ago.

The staff report says a transitway extending from the Merivale high school area north along Tweedsmuir to Scott, will virtually eliminate the need for new roads in the area.

40 properties

The region has already acquired at least 40 properties in the Merivale corridor — buying houses and businesses as they come on the market, and occasionally expropriating — and is rumored to have spent a… $3.5 million.

"… the property the region has acquired was not needed?" asked committee member Don Reid, an Ottawa controller.

"Yes, that could be," replied Mr. Bonsall, who added that the extra property the region bought will help provide for proper insulation and landscaping to protect nearby properties.

He said the region is now looking at a hydro right-of-way parallel to Tweedsmuir as a possible transit route, adding that "it may mean houses along Tweedsmuir will not be affected."

It has not yet been decided whether the region's rapid transit will be buses on exclusive corridors, or light-rail streetcars or some combination of both. Results of a full study on transit are expected next year.

The only committee member who objected to the transitway was Ottawa Ald. Don Kay, who insisted enough room be left for a roadway, as well as the transit line.

"Why not two lanes for buses and two for cars like we have in the proposed Alta Vista busway?" he asked.

When told the residents of Alta Vista don't want a roadway and regional staff say it isn't needed, he replied: "They can say they don't need it. I don't care what the engineers say. I can't agree with them."

…e commit… also objecting to the staff's predi… that transit will be able to handle the region's main transportation needs in the southern area tends to neutralize one of the most controversial aspects of the region's official plan. That plan originally called for a transportation corridor to serve the southern suburbs, and it was occasionally referred to as the "southwest freeway."

That did little to calm fears of people like Queensboro ward Ald. Tri…
missed Wedn…
because he w…
But a local c…
resentative, S…
applauded …
proposal.

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In NCC view, Carlsbad study one of nation's toughest

(Continued from Page 1)

The Richards appraisal "has been based on existing published reports prepared on the southeast city, principally the 'Final Report — Preliminary Engineering Technical Discussion . . .' prepared for the Ontario Housing Corporation and National Capital Commission by DeLeuw Cather Canada Ltd."

The DeLeuw Cather engineering and environmental reports cost the federal and Ontario governments more than $200,000. They were published in March, 1975.

National Capital Commission assistant general manager, Rod Clack, Tuesday termed them among the most comprehensive environmental evaluations ever prepared on any piece of land in the national capital region, or in Canada, for that matter.

Similar evaluations do not exist for the south urban areas along the Rideau River in Nepean and Gloucester townships. Those areas run from the airport south to Manotick.

Mr. Clack said the DeLeuw Cather reports were not intended to justify the proposed Carlsbad Springs community but to determine if the development was practical and under what conditions.

The DeLeuw Cather studies were prepared on the instructions of a joint technical-committee of planners which met during 1973 and 1974.

It included members from the National Capital Commission, Central Mortgage and Housing Corporation, Ontario Housing Corporation and other provincial agencies, and the regional municipality of Ottawa-Carleton, including a Gloucester township representative.

Mr. Clack said the DeLeuw Cather work showed the Carlsbad Springs development was worthwhile and feasible.

He criticized the use of the J. L. Richards appraisal by Reeve MacQuarrie, saying it was just what it admitted to be, a "preliminary and cursory" review of special development costs.

The ten-page appraisal, which Mr. MacQuarrie is using to try to block early development of the Carlsbad site, could not be compared to the voluminous evaluation made by DeLeuw Cather, Mr Clack said.

He suggested J. L. Richards and Associates had been asked by Gloucester township to look only at the negative aspects of the Carlsbad site.

The NCC official said tradeoffs have to be made when any urban development takes place.

The extra development costs, primarily for sewage, at Carlsbad have to be balanced against the heavier transportation costs that would result from the south urban community going ahead.

And there would be irreparable damage to the Rideau drainage system and the recreational value of the Rideau, Mr. Clack warned.

No similar destruction would take place by developing Carlsbad, he said.

Mr. Clack said a sound planning premise was involved in the decision to develop Carlsbad Springs.

The NCC planner said that premise takes the view that residential development generally destroys the environment of the area which is being developed and results in a totally new environment.

The south urban area will destroy good agricultural land as well as a recreational area, he said.

The land at Carlsbad Springs, on the other hand, has little agricultural value.

The NCC is sure that if comparative studies were done on both sites, using cost and other criteria acceptable to all parties, that the Carlsbad development would go ahead first.

It is now slated for development after the south urban area in Ottawa-Carleton's official plan. Regional politicians overturned their planner's advice to bring that about.

Mr. Clack said common sense, not expediency, should govern the decision on which site to proceed with first.

He suggested there was no need to cater to the developers who own the land in the south urban area in Gloucester and Nepean.

The pressure to develop the south urban areas first is building, Mr. Clack admitted, because the developers want to get their land on stream for housing, starting in 1979.

JOURNAL
MAY 18 1976
NCC
CD CP

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APPENDIX "A"

ANALYSIS OF ALTERNATIVE LOCATIONS OF NEW COMMUNITIES

The table below summarizes the analysis referred to in Section 2.2.2. Weighting was derived from submissions from the public. Scores were formulated from measurable criteria where possible, e.g. acres of land with high agricultural potential, or readily available fact, e.g. presence or absence of a local official plan.

Analysis was based on ...

CRITERIA	WEIGHT	WEST	SOUTH WEST	SOUTH NEPEAN	SOUTH GLOUCESTER	SOUTH EAST	EAST
FIELD 1 ENVIRONMENT							
(a) Agriculture	High	A	C	C	C	A	C
(b) Mineral Reserve	Low	B	C	C	A	A	C
(c) Water Quality	High	B	C	C	C	C	A
(d) Landscape Attraction	Medium	A	B	A	B	B	A
(e) River Corridor	High	A	A	C	C	A	B
(f) Community Disruption	High	A	B	B	C	A	C
FIELD WEIGHT AND SCORE	High	A	B	C	C	A	B
FIELD 2 DEVELOPMENT IMPLICATIONS							
(a) Water Supply	Low	A	C	A	B	C	A
(b) Sewer Services	Low	A	B	B	B	B	A
(c) Soil Capability	Medium	B	B	A	B	C	B
(d) Transportation	High	A	B	B	C	B	C
FIELD WEIGHT AND SCORE	Medium	A	B	B	B	B	B
FIELD 3 DEVELOPMENT STATUS							
(a) Existing Development	High	A	B	C	C	C	A
(b) Approved Official Plans	Medium	A	C	C	C	C	C
(c) Proposed Official Plans	Low	C	A	C	A	C	A
(d) Capital Work Forecast	Medium	A	C	C	C	C	A
(e) Public Land Assembly	High	C	C	C	C	A	C
(f) Private Land Assembly	Low	A	A	A	A	C	A
FIELD WEIGHT AND SCORE	Low	B	C	C	C	C	B
FINAL RATING		A	B	C	C	A	B

A - High Score
B - Medium Score
C - Low Score

000477

1064 Fisher Ave.
Ottawa, Ont.
K1Z 6P6
June 17, 1984

OTTAWA-CARLETON
RECEIVED
JUN 19
PLANNING DEPARTMENT

Mr. J. M. Wright
Planning Commissioner
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ont.
K1P 5Z3

Dear Mr. Wright,

I have been told that as part of the official plan review a document, Transportation Component of the Regional Development Strategy, proposes that Fisher Avenue be widened to four lanes all the way to Carling Avenue.

I am writing to add my voice to many others to protest strongly against such an action. There are several arterial roadways leading into Ottawa, some of which are to be reconstructed (e.g. Merivale Road), and we have highway 416 to be constructed. Surely these are adequate, or will be adequate to serve the needs of people who must take their cars into the center of the city. If we want to develop a public rapid transit system, we should make it sufficiently efficient, pleasant to use and inexpensive that people will be encouraged to use it rather than relying on their "gas guzzlers" to go to work.

Furthermore, there are more important values, surely, than making it possible for a motorist to make it downtown in five minutes less than it takes now. Widening Fisher Avenue would make life much less pleasant for the residents of the street, it would mean destroying many trees, it would cause more noise and traffic congestion in the Civic Hospital area. And, last but not least, it is well known that many of these street widenings do not relieve traffic congestion; they only encourage more people to use their cars and the congestion is as bad as before, if not worse.

I urge you to put this plan in the back of your filing cabinet and leave it there.

Yours very truly,

A. Porter

Allan A. Porter

c.c. Carlington Home Owners' Association
Alderman Terry Dennison

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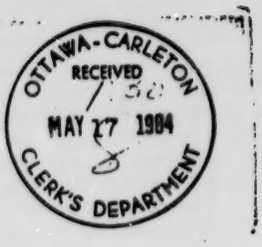
COMMENTS ON THE REGIONAL DEVELOPMENT STRATEGY FOR THE OFFICIAL PLAN REVIEW

by Jim Poushinsky

R.R.# 1, Edwards
Ontario KOA 1V0

Tel. 821-2409

May 16, 1984.



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by Jim Poushinsky

FOODLAND IN OTTAWA-CARLETON

In our planning for the future we must take into account the newly emerging global trends towards decentralization and local self-sufficiency, which offer a practical way to survive economic hardship and weather uncertain times.

There are a number of indicators that show public demand for local produce is growing, along with increasing awareness of food quality and costs. The popularity of allotment gardens, pick-your-own fruit and vegetable operations, Christmas tree plantations, and plant nurseries is undeniable. The market for organically grown produce and dairy goat products is beginning to develop. And the market for greenhouse produce and fish farming awaits the right mix of entrepreneurs, investment capital, and innovative technology to start-up in a significant way.

1 The rural lands within commuting distance of the city have a special importance because of their potential to feed the people of Ottawa-Carleton in a cost-efficient manner. It makes sense to protect this asset and encourage the shift towards local production of agricultural products for the local market.

The province-wide picture of what is happening in agriculture is well documented. Between 1971 and 1976 in Ottawa-Carleton there was a decline in census farms from 2,041 to 1,986 for a net loss of 55 farms; with an accompanying decrease in total farm acreage from 390,180 to 353,686 for a loss of 36,494 acres. Not only were entire farms disappearing, but many existing farms were being encroached upon for other uses. This decline was stopped by the implementation of the various Official Plans seeking to preserve farmland and stop urban sprawl, so that by the 1981 census there had been a slight increase in farms to 2,002, and a slight increase in total farm acreage to 355,220.

The popular conception of the farm as a full-time business that earns a decent living for a hard-working family is a myth. In Ottawa-Carleton, half of the 2,002 farms are less than 130 acres in size, and 1,112 sold less than $10,000 worth of agricultural produce. The average net farm income reported in 1981 was $452, with 97% of farm tax-filers reporting an off-farm income that averaged $24,935. Thus the net farm income in Ottawa-Carleton represents 2% of the total income of farm tax-filers. This compares with an average of 9% of total income for all Eastern Ontario farmers, and an average of 12% of total income for all farmers in Ontario! It is obvious from these figures that agriculture is a part-time occupation for the vast majority of farmers, and this reality must be recognized in our attempts to plan for the most productive use of rural lands.

000480

by Jim Poushinsky

Because farming has become a part-time occupation in Ontario, farmland that is close to major centres of employment is now more valuable than land beyond a reasonable commuting distance. The exception to this rule would be the small percentage of full-time farms that are prospering through a combination of fortuitous circumstances such as possessing exceptionally good soil, large area, high capital funding, and government protected markets.

Ontario as a whole is no-where near to self-sufficiency in food production. In 1981, after deducting our exports from the totals, we paid the following net amounts for imported foods:

poultry & eggs	$12,315,000
dairy products	$20,250,000
potatoes	$ 6,293,000
vegetables	$141,377,000
fruits & nuts	$514,542,000
plant seeds	$23,723,000
nursery stocks	$24,343,000

Our total import over export expenses for all agricultural produce amounted to 3/4 of a billion dollars! Cattle, tobacco, and booze are the mainstays of our deficient agricultural economy, and until we break out of this mentality we will remain dependent on other parts of Canada, the United States, and Europe for our daily food.

The question of how we will get our future food supply is a matter that must be given the highest priority by our elected officials and planners. Prior to the freeze on rural land severances in Ottawa-Carleton brought about by the Official Plans implemented in the early 1970's, a number of people like my wife Carol and myself, were able to buy 25 acres of rural marginal land that had been out of agricultural production for many years. Through hard work and the investment of savings earned through employment in the city this land has gradually been rehabilitated, and in our own case supports a dairy goat herd and small mixed farming operation. We have not required any subsidization from governments to do this, and indeed have received none of the help available to larger farms, such as cheap gas, farm loans, and crop damage assistance. Nor do we qualify for income tax write-offs. Yet we and hundreds of other rural landowners in similar situations feel that we are succeeding in using our land in an agriculturally productive way. At the very least we are feeding our families with the produce we raise, and the surplus often goes to friends in the city.

The pace of development is slow compared to traditional business ventures because we pay cash and use our own labour wherever possible. Since we are personally assuming all risks and our home is at stake, we are careful to expand operations at a well-thought out pace. We are satisfied with our accomplishments over the past ten years,

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and ask only that the enterprises of ourselves and others like us be permitted to continue to grow in the future.

Individual homesteaders are now linking together in such groups as the Organic Growers, and Dairy Goat Associations; to develop marketing schemes, promote products, and further these new agricultural industries. Sheep, goats, bees, poultry, fruit, vegetables, herbs & spices, nurseries, tree farms, sugar maple bushes, and greenhouses are some of the part-time enterprises that have flourished and grown on the rural and rural- marginal lands over the past decade. None of these operations require huge tracts of farmland to be economically worthwhile. All have obvious economic worth in that they continue to attract the investment capital of the owners and are growing and expanding in value; as attested to by the numbers of building permit applications for barns, out-buildings, and additions, and steadily increasing tax assessments on these properties. By contrast, many of the long-standing farms recognized by governments as economically sized units are declining in productive value, as their owners downgrade them from dairy to beef cattle. Deteriorating barns, silos, and out-buildings have become the hall-mark of too many long-established farms in Ontario.

Size and classification of rural land have little to do with economic value in terms of the new agricultural ventures. Small-scale, labour intensive, part-time, family run enterprises promise to bridge the gap between the increasingly uneconomic export-oriented farms of a by-gone era, and the diversified operations of the future producing primarily for a local and regional market that is just beginning to develop.

High taxes and incompatible land uses would spell death for many of these new rural initiatives. The loss of independent entrepreneurs actively seeking to develop local markets would prolong the stagnation in the officially sanctioned agricultural industry, and leave our Region ill-prepared to cope with future disturbances in food imports. Quite aside from the missed economic opportunity in failing to encourage local production for a large local market, we may well find ourselves facing food shortages in the future due to severe weather, insect pests, water problems, labor troubles, and transportation difficulties in Canada, the United States or Europe. And the unstable global economy could lead to these goods costing us much more than at present.

We have nothing to lose by protecting and encouraging part-time agricultural enterprises of all sizes on the rural lands of Ottawa-Carleton, and stand to gain through the gradual attainment of a strong and flourishing agricultural industry that will ultimately make us self-sufficient and give us the option to become net exporters of food from this Region.

000482

by Jim Poushinsky

PROPOSAL TO CREATE A " MARGINAL AGRICULTURAL" LAND ZONING

The present "Marginal Resource" zoning fails to define and protect land suitable for small-scale agricultural enterprises. If this land meets the criterion for "Country Estate" it is increasingly being sub-divided down to 2-acre lot sizes, a point where whatever agricultural value the land may have had is gone forever.

Local Councils that recognize the need for small-scale farms on suitable pockets of marginal resource lands are at present using the provisions for Country Estate Lots to grant such severances. This is unsatisfactory for the following reasons:

(1) land suitable for small-scale farming frequently does not meet the criteria of mature tree cover and scenic views required for Country Estates,

(2) isolated Country Estate Lots used for agricultural purposes are subject to the same future restrictions on rural land use that will undoubtedly be demanded by a majority of owners of Country Estate lots located in 2-acre clusters, and

(3) the increasingly residential nature of Country Estate lots scattered over the Marginal Resource lands will adversely affect agricultural operations on adjacent lands.

An obvious conflict is brewing between residential and agricultural use of Marginal Resource lands. Few people buying homes in the expensive Country Estate sub-divisions now being built are going to tolerate the sights, sounds, and smells of adjacent livestock operations and their by-products, not to mention the back-yard slaughtering of farm animals common in the country. Practical business sense determines how the farmer/homesteader spends time and money, and aesthetic considerations tend to be a lower priority than meeting basic needs and improving the productive capacity of the land. This can lead to property looking "unsightly" from a city perspective which places a high priority on cut lawns, freshly-painted buildings and the like; and fails to see the value of older motor vehicles, farm equipment, and building materials stored or repaired or used on rural land. A growing number of Country Estate owners who view their land as a residential zoning will undoubtedly pressure Councils to pass by-laws restricting these common rural practises on and in the vicinity of Country Estates.

If politicians and planners are sincere in their professed desire to preserve agricultural land use and protect the rural way of life, then they must recognize that Country Estate Zoning is largely in conflict with this ideal. A new agricultural zoning is required to protect and further develop farms of all sizes in the Marginal Resource lands of Ottawa-Carleton, and to clearly distinguish such properties from Country Estates.

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by Jim Poushinsky

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FOREST RESOURCE LANDS IN OTTAWA-CARLETON

The Provincial Ministry of the Environment has embarked on an intensive campaign to convince people to plant Eastern Ontario farmland in hybrid poplars as the best solution to replenishing our exhausted timber stocks and giving the dying forest products industry a new lease on life.

The poplar tree is a notoriously poor wood for building materials, paper-making, and firewood. It is the favorite food of several insect pests including the gypsy moth which is currently swarming into Eastern Ontario. The only virtue possessed by poplar trees is the fantastic growth rate claimed for this species under ideal growing conditions. These preconditions for optimum growth include the need for soils found on land capable of supporting foodcrops, and an intensive chemical mono-culture of the poplar plantations using specialized heavy machinery. Required techniques include the killing off of all underbrush and other plant-life with defoliants like Agent Orange, up to 6 applications of chemical fertilizers each growing season, and heavy spraying with malathion or similar insecticides to control pests.

The potential for degradation of agricultural land and of the rural environment from this proposed tree cropping are enormous. The high concentrations of herbicides, pesticides, and fertilizers required to achieve optimal growth are bound to spread beyond the area of intended use, both through air-borne spray at times of application, and through surface water run-off from the treated sites. The potential will exist for contamination of the water-table, particularly through the spongy limestone underlying much of the Marginal Resource land in Ottawa-Carleton. These environmental threats alone should warrant a publicized inquiry by Regional Government into the desirability of poplar tree monoculture in our Region.

The motives of a Provincial Ministry of the Environment which has allowed our forests to be almost totally destroyed through clear-cutting rather than harvested and replanted in a continual cycle has to be suspect, and the quick economic fix claimed for the hybrid poplar needs a careful and objective examination with public consideration of other options. Such choices for the long term would include planting mixed woodlands with species of varying growth rates that can be harvested selectively forever once re-established. We can make better use of the abundant stands of cedar trees in our Region; thinning them peiodically for milling into low-cost, high quality, rot-resistant construction timbers (as well as fence posts), pressing aromatic oils from the needles, and making garden mulch chippings from the branches and the bark. And finally, more plant nurseries to supply some of the $24,000,000 in greenery imported yearly into Ontario would be an economic asset to the Ottawa-Carleton Region.

by Jim Poushinsky

000485

AN INDEPENDENT ENERGY POLICY FOR OTTAWA-CARLETON

A groundswell of public discontent is rising in opposition to Ontario Hydro's singleminded pursuit of costly and potentially dangerous nuclear reactors as the main source of future electricity.

We in Ottawa-Carleton, and perhaps in the entire Ontario side of the Ottawa Valley, have a unique opportunity to seek a contract with Hydro Quebec to supply our region with water-generated power from James Bay. Even if such power costs us slightly more in the short-term, the reliability, safety, and price stability of water generation over nuclear cannot be denied.

In the United States, electrical utilites have not only dropped reactor building plans, but are actually scrapping half-finished reactors because they are convinced nuclear energy is a bad investment. Ontario Hydro customers are now facing steep rate increases to pay for unexpected and costly repairs to tubes on existing reactors; costs on the unfinished Darlington reactors continue to mount, and the interest on the borrowed billions needed to pay for this and the dozen more reactors still to be built may yet bankrupt this province. Ontario Hydro's refusal to install pollution-control equipment on its fossil-fuel burning generator stations because they cannot afford the expense, and the recent decision by Hydro to choose the cheapest route for its proposed super-high voltage transmission line through Eastern Ontario in defiance of all citizen input and without regard for any considerations save cost, are two examples of just how desperate their financial situation really is!

I believe Ontario Hydro is in an extreme conflict of interest when it dismisses the possibility of Ottawa-Carleton being supplied with electricity from Quebec. I am therefore asking the Region to investigate the possibility of purchasing electricity from Quebec directly with Quebec, without going through the intermediary of Ontario Hydro. Options for such a purchase would include isolating (1) Ottawa-Carleton and (2) the Ottawa Valley completely from the Ontario grid and integrating it into the Quebec grid. I further request that the facts as ascertained be laid before the public so that the people of Ottawa-Carleton and the Ottawa Valley can make an informed decision in this matter. It may prove to be the case that we can entirely eliminate the need for new transmission corridors through Eastern Ontario, disengage completely from Ontario Hydro's nuclear expansion plans, and assure a plentiful supply of stable priced water-generated electricity from Quebec; that will give Ottawa-Carleton and the Ottawa Valley an economic advantage over Ontario Hydro customers when the hidden subsidies are eventually stopped, and the full and true costs of nuclear generated electricity appear on the bills.

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1 Mr.Chairman, members Planning Committee and Regional Councillors I am presenting this brief on behalf of all these victimized residents of Nepean, who 10 years ago had their homes, lands and active farms frozen and subsequently expropriated by Nepean Council in the name of " A Proposed Regional Urban Satellite Community In South Nepean" the timing and staging of which has yet to be decided. In voicing our objection to the proposed satellite community in south Nepean, we wish to be on record, that as residents of the region, we were the victims of partisan policies by a member municipality of the RMOC and that expropriation of our lands prior to a definite policy on staging of the south urban community, sought to pre-empt regional policies by presenting Regional Council a "fait accompli" on each occassion where the role of Nepean to member municipalities was involved.

As one of the 13 expropriated property owners along the Rideau River, I wish to bring to your attention that Nepean Council froze our lands, downzoned residential R1A lands to Conservation zone and subsequently expropriated selected properties as Conservation lands. By expropriating our properties Nepean sought to deny us the right to actively participate in the proposed South Urban Community study and the 1979 regional study on the Rideau River Interim Corridor proposals.

The unilateral action by Nepean Municipality, the secrecy involved in its dealings with residents and denial of public participation on the question of lands for the south urban community, was contrary to the policy expounded by the Regional Planning Department and Regional Council in its approach to residents of municipalities affected by the Ottawa and Rideau River Interim River Corridor.

...2/

The expropriation by Nepean Council has resulted in residents of the municipality having to bear the full share of payment for expropriated lands within the regional river corridor, whereas it has been regional policy to pay for areas slated for expropriation by spreading the tax burden amongst all residents of member municipalities.

We have researched the Draft Official Plan, the final Regional Official Plan approved October 9,1974, the Interim River Corridor policies and cannot find any Regional Council directive to member municipalities to initiate expropriation of lands within the Interim River Corridors. The directive to "Open Up" unopened road allowances where these are in public ownership, was never intended as an invitation to member municipalities to expropriate lands to provide large tracts of waterfront areas. In fact the whole question of Interim River Corridor lands was the subject of public participation in 1979 and the Land Acquisition and Management of River Corridor Lands (PCR 39/80) is one of the three reports by the Planning Department, where regional interest in the Rideau River Corridor is confined to the Long Island lands.

Ten years ago we and others were led to the slaughter at the alter of south urban community, to day in 1984 Regional Council is proposing a review of planning and development strategy for ITS South Urban Community in south Nepean.

We ask you Mr.Chairman and representatives of Nepean on this Committee

1. Why were we singled out for expropriation; through:
   a) through downzoning of 93 acres of residential R1A lands with principal residences on the Rideau River,
   b) downzoning and expropriation of 32 acres of residential R1A lands on the Jock River,
   c) expropriation of 1700 acres of active Class I farms (contrary to Government of Ontario guidelines to protect farmland) to provide for 3 parks, 2 golf courses and Open Space for Nepean's proposed urban community south of the Jock River.

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2. Why Nepean put under restriction 4000 acres of active farmland inland from the Jock River in the name of Flood and Fill zone, supplementing the duties and obligations of the Rideau Valley Conservation Authority. Neither Cumberland, Gloucester, Kanata nor Ottawa have established such punitive measures against their residents.

3. We fail to understand why Nepean did not place our lands in a "Holding Zone" as it did for urban lands within the Interim River Corridor, until such time as a decision be made on the final location, status and phasing of the south urban community. After all the Regional Official Plan had proposed the phasing of the satellite community in the 1980's.

4. If Nepean acted within the frame work of the Regional Official Plan, we fail to understand why similar action ie freeze, downzoning and expropriation has not been initiated by any of the sister municipalities with interest in the south urban community, the river corridor or the flood plain.

For information I will detail the background of some of the victims of Nepean planning policies:

Mrs. Robbins a widow in her 60's with a house and nursery on a 7 acre RIA land. Surely the nursery contributed Open Space character to the area. The expropriation of Mrs. Robbins land robbed her of a small source of additional income.

Miss Shaw a school teacher about to retire. Her only security was the 2½ acres of land and house. She did not contest the restrictive land use By-Laws 14/75 and 73/76, because Mr. Clark, Senior Planner at Nepean Planning Department misled and misinformed her into believing that she would be able to rebuild if she was burnt-out (despite the fact that By-Law 14/75 specified that if a house was burnt down 75%, no building permit would be issued). On this misleading assurance, Miss Shaw spent $5000 to reinsulate and renovate her house. Now she has been kicked out of her home and hearth.

Compare her fate to that of Mr. Pettit, her immediate neighbour and member Nepean Committee of Adjustment, whose land-locked property though

...4/

zoned conservation was not expropriated. Instead Mr.Pettit not only had his property de-designated, but at public expense granted an 800ft x 30ft right -of-way to HWY 16 (evidently it pays to have friends in high places).

Mr and Mrs.Pinkie an old retired couple in their 80's owned a 4 acre parcel. Mr. Pinkie is deaf and his wife has a heart condition. They just surrendered to conservation and expropriation with the words "we are too old to fight against these powerful peole".

Mrs.Welch another widow who sells apples to make a living on seasonal income. Her R1A land too was downzoned and expropriated to the glory of Nepean's south urban community.

Mr.Petes yet another victim who lost most of his 1 acre parcel to land hungry politicians of Nepean.

Mr.Mancuso a Nepean police sargent with his sister owned less than 1 acre land on HWY 16. A residue of what was formerly a larger family parcel, expropriated to make way for HWY 16. He says "we were once expropriated to make way for a road, that I can understand, now we are again being expropriated to make way for 'Open Space' for the south urban community. Twice in a lifetime, that I do not understand.

Mr.Mike Power an immigrant from communist Europe commenting on the downzoning and expropriation of his land said " at least under the communists it is always by the front door and with jackboots. They take it and it is the same for everyone. You cry once and it is quickly over". I came to Canada to a supposedly free country where owning property or land was not a crime, but in Nepean "they come by the back door and bleed you slowly". You pay for the OMB, expropriation, negotiation, land compensation etc. It is 10 years since I have been frozen and paid $25,000 in legal fees and I am still waiting my turn at the Land Compensation Board.

Mrs.Wong say that her land and house was on sale in 1973 before she bought it. Mr.Hayden claimed that Nepean had plans for the area two years prior to the 1974 freeze . In that case, one fails to understand why Nepean did not bid for the property on the open market, rather than wait until 1974 to freeze, downzone to conservation and expropriate.

Mrs. Wong was the first to be called before the OMB Land Compensation

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Board. When her lawyer questioned Nepean's Appraiser as to how much of the appraised value ($65,000) was for the house, the appraiser replied that his instructions from Nepean were that no price was to be put on any residential dwellings. Mrs. Wong had spent thousands of dollars renovate, modernising, landscapping etc and in legal fees at the OMB hearing on By-Law 73/76, expropriation and land compensation hearing. Yet all she got was the price appraised by Nepean. Note Mr.Wright this reflects on the fairness of expropriation.

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Mr.Petrie had his parcel for sale in 1974 and does not understand why Nepean did not purchase it. Surely, that would have been fair and honest thing to do, in view of the secret planning by Nepean to take over all lands along the Rideau River within the shadow of the south urban community. Now with downzoning to conservation, legal expenses and expropriation, he will not be able to even recover his initial investment. Mr.Petrie may offer to give you the shirt of his back, but in this case Nepean literally took his shirt.

The Sinhas say they made enquiry at Nepean Town Hall prior to purchase of the 3 acre parcel on the Rideau River and were assured by the building inspector that there would be no objection or restrictions on obtaining a building permit since the land was in an R1A zone. Within 2 weeks of their enquiry Nepean Council passed Motion 429 freezing 7400 acres of land in the name of a regional urban community in south Nepean, although at this stage in the regional planning process the Regional Plan was not even approved by Regional Council and no one was notified of the restrictive Motion 429.(this motion was one of the many "in camera" decision in the life of Nepean politics).

As soon as purchase formalities were over, the Sinhas filed for a building permit. The application was pigeon-holed for 2 months. Meanwhile Motion 722 was passed at a Special Meeting of Nepean Council held at 10 o'clock at night. Finally on Jan. 10,1975 the Sinhas received a 'Hand Delivered' letter from the Building Inspection Department requesting they attend a Council Meeting on Monday Jan.13,1975 (just 48 hour notice that did not spell out why to attend the Council Meeting). That fateful night of Jan. 13,1975 By-Law 14/75 was approved by Nepean Council

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downzoning 4 miles of all R1A zoned lands to Conservation.

When Mr.Haydon was questioned why all the secrecy both Mr.Leathem, Commissioner of Planning and Mr.Haydon replied "Township is not obliged to inform the public of its intentions. You can appeal to the OMB, you will get a fair hearing".

Thank you for your patience and attention in listening to our cry from the wilderness.

May 18,1984

Mike W. Power
16 Shoreham Ave
Nepean
828-9981

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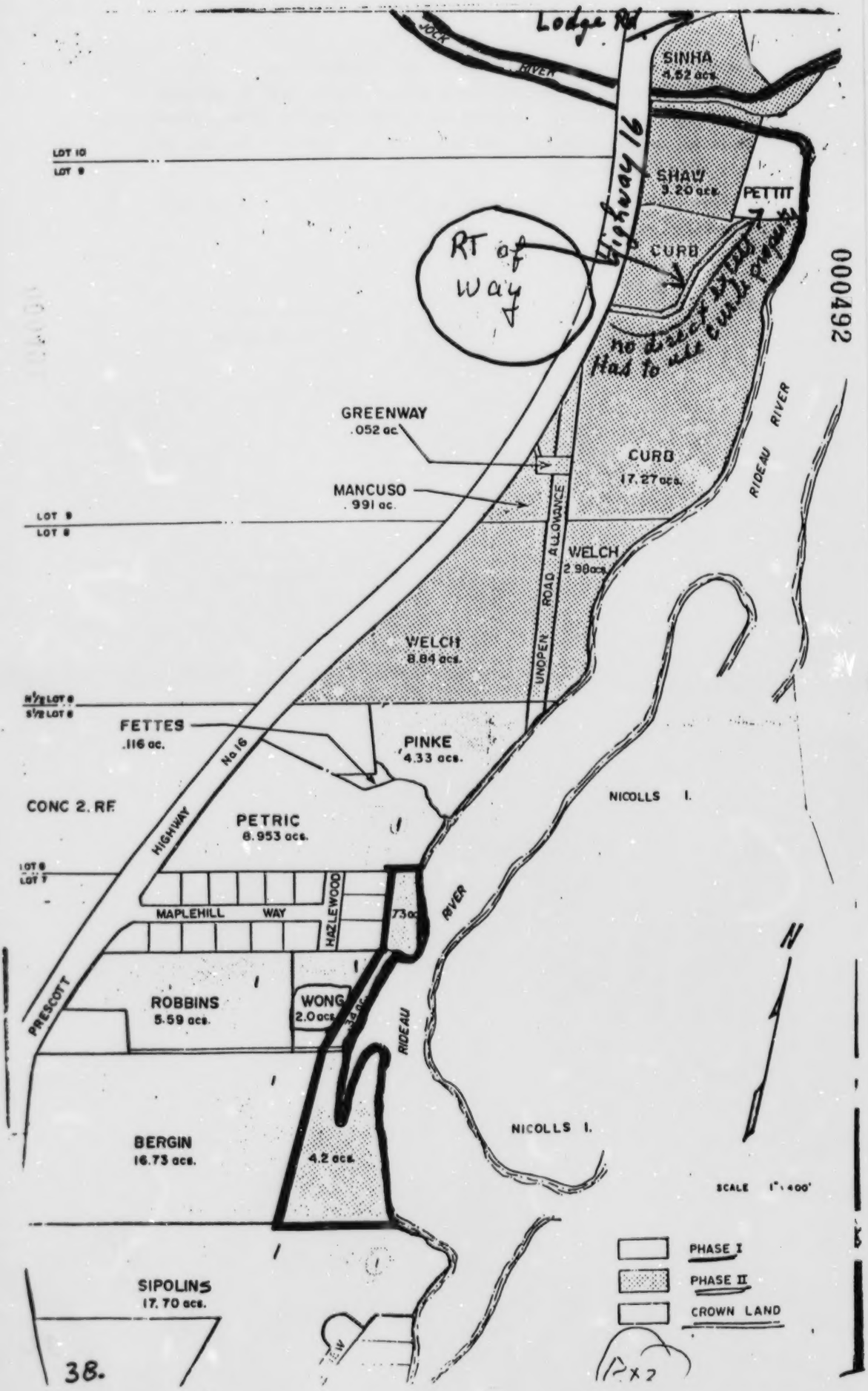
Lodge Rd
JOCK RIVER
SINHA
4.52 acs.
LOT 10
LOT 9
Highway 16
SHAW
3.20 acs.
PETTIT
RT of way
CURB
no direct access Has to use Curb property
GREENWAY
.052 ac.
MANCUSO
.991 ac.
CURB
17.27 acs.
RIDEAU RIVER
LOT 9
LOT 8
UNOPEN ROAD ALLOWANCE
WELCH
2.98acs.
WELCH
8.84 acs.
N½ LOT 8
S½ LOT 8
FETTES
.116 ac.
No 16
PINKE
4.33 acs.
CONC 2. RF
HIGHWAY
PETRIC
8.953 acs.
NICOLLS I.
LOT 8
LOT 7
MAPLEHILL
WAY
HAZLEWOOD
.73ac
RIVER
PRESCOTT
ROBBINS
5.59 acs.
WONG
2.0 acs.
RIDEAU
NICOLLS I.
BERGIN
16.73 acs.
4.2 acs.
SCALE 1" = 400'
PHASE I
PHASE II
CROWN LAND
SIPOLINS
17.70 acs.
38.

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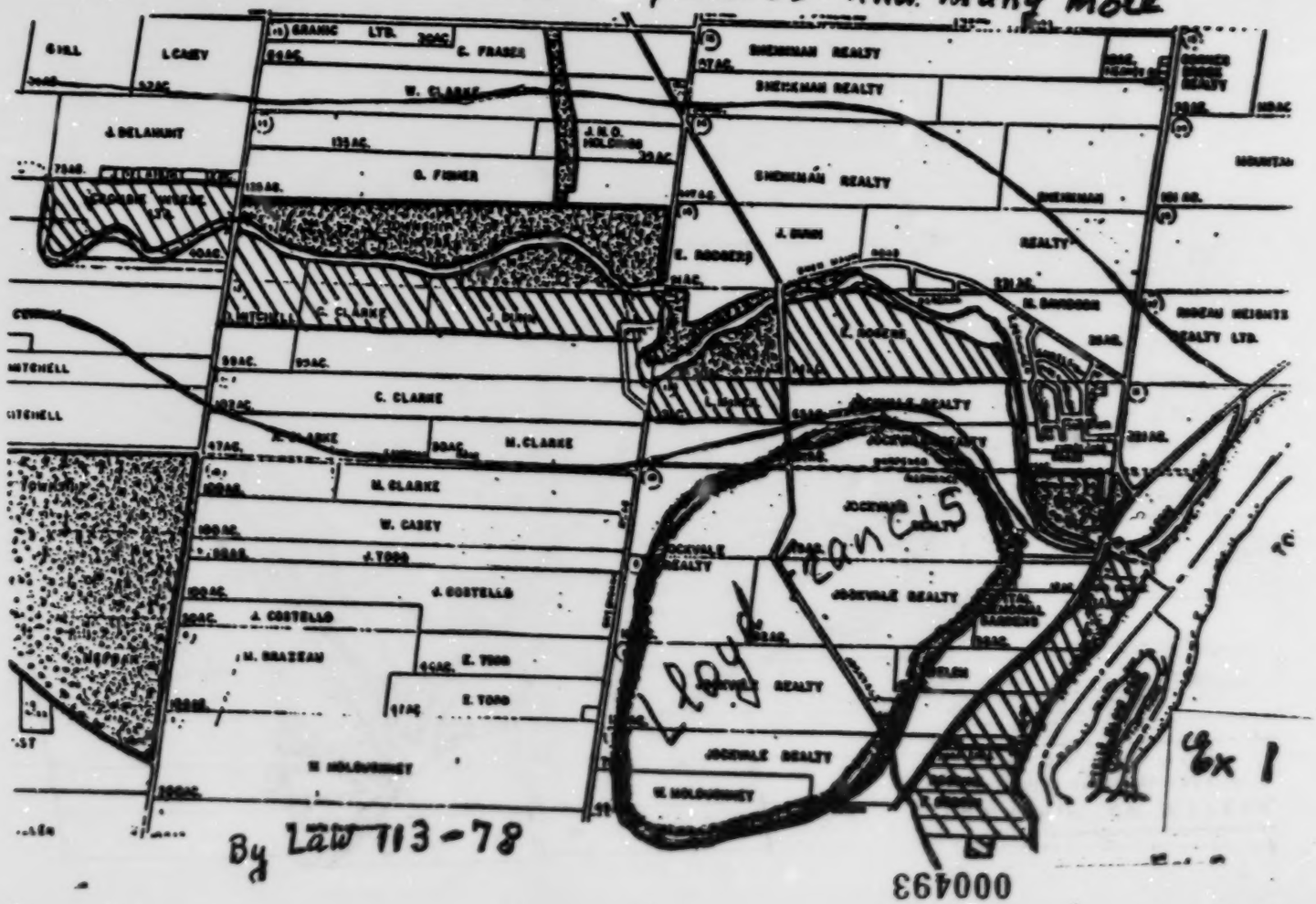
Expropriated In process. And many more



By Law 713-78

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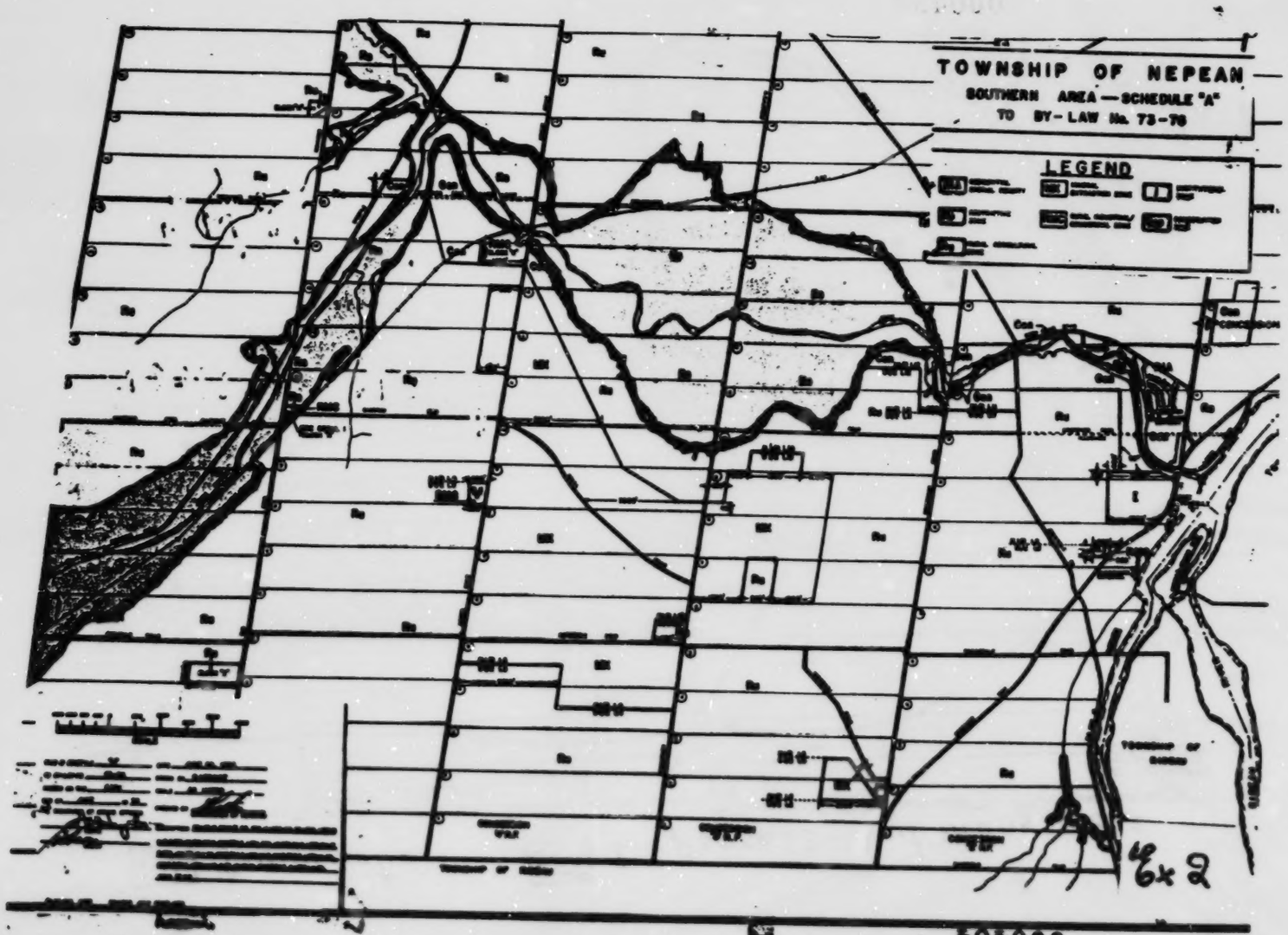
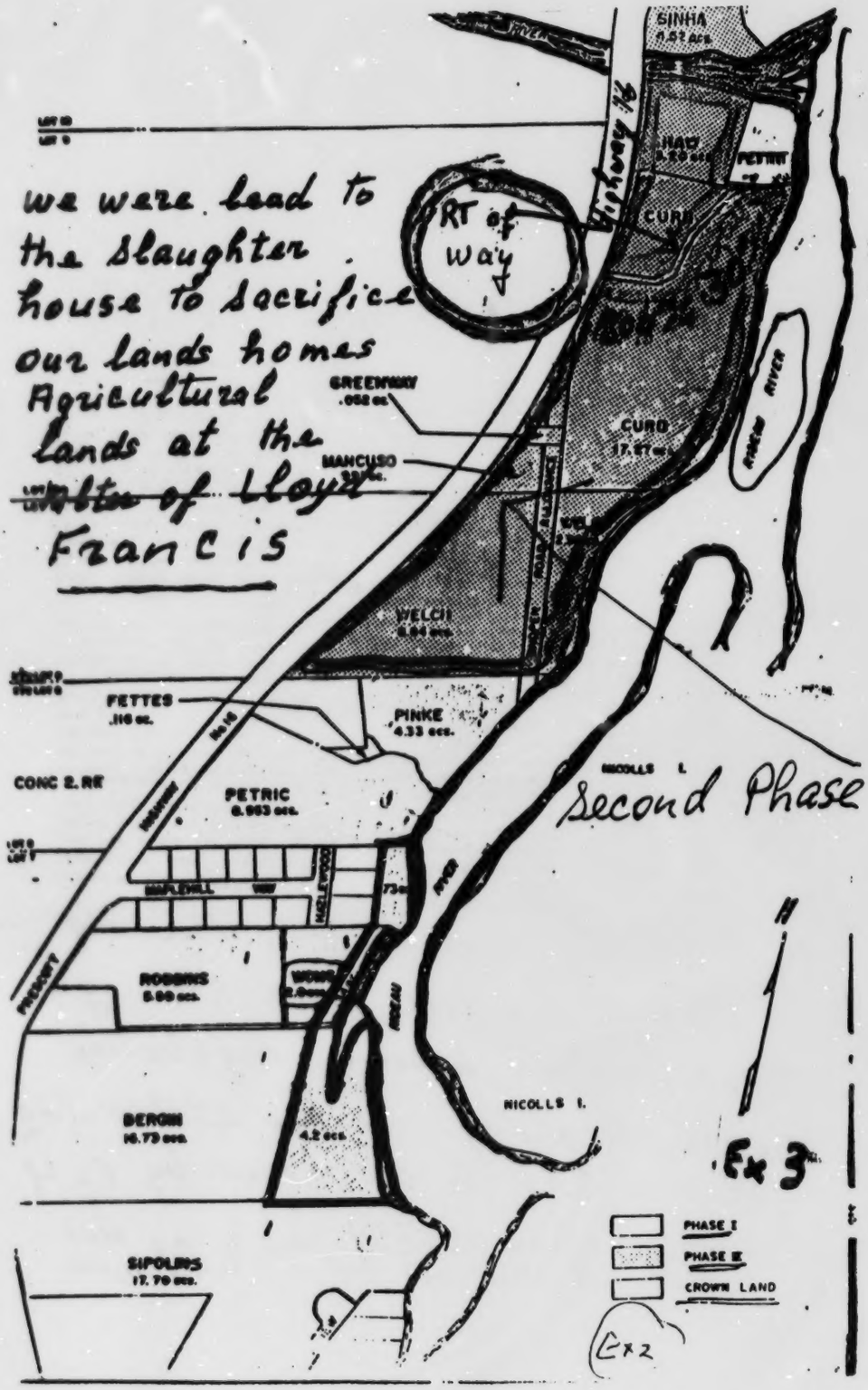


Ex 2

000494


we were lead to
the Slaughter
house to sacrifice
our lands homes
Agricultural
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~~Alter of Lloyd~~
Francis
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way
Highway 16
SINHA
HAW
PETRIE
CURD
GREENWAY
MANCUSO
WELCH
FETTES
PINKE
4.33 acs.
CONC 2. RE
PETRIC
MAPLEHILL WAY
HAZLEWOOD
ROBBINS
BERGIN
16.73 acs.
4.2 acs.
SIPOLINS
17.70 acs.
NICOLLS I.
Second Phase
Ex 3
PHASE I
PHASE II
CROWN LAND
Ex 2

000495

000496

O. M. B. is a FARCE !!

16, 1975 — The Ottawa Journal 13

JAN 16/75

A number of Rideau River front residents are skeptical of Nepean township council's view of "anticipatory . . . democracy . . . based on leadership, initiative and participation."

Several residents were upset with a new zoning bylaw regulating land use in the Rideau River corridor, passed by council Monday.

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"You are downzoning my property, practically expropriating me, and you're not [illegible] to [illegible]," [illegible].

Township officials said that notification of the bylaw will be sent to residents directly concerned.

Reeve Andy Haydon expects this will result in an appeal, and a subsequent hearing before the Ontario Municipal Board.

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The bylaw was approved last December at a public planning board hearing.

Reeve Haydon said the bylaw makes law policy adopted by council for two years.

"You did not deal with us in the spirit of friendship and co-operation promised by Reeve Haydon in his inaugural earlier in the evening," complained Leopold [illegible].

"My objection is to the treatment," he said. "There were no meetings, no letters. We were not even informed the zoning would be changed. Surely, there must be a more suitable way to approach taxpayers. Why all the secrecy?"

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Nepean has been working for the past two years to achieve this conservation policy for the Rideau Corridor.

"If we do nothing, the land will be developed in a haphazard way for all the wrong reasons," said Mr. Haydon. "It is wrong to have all our waterways owned by a fortunate few."

Council's ruling is not final. Any resident can take the zoning to the Ontario Municipal Board and request a hearing. Reeve Haydon said he is sure a hearing will be necessary.

After Spending thousands of dollars and 10 years of our lives. OMB hearing, Expropriation hearing, negotiation Board hearing, we are still waiting for our turn to be heard by compensation Board. ms Wong was called 1st did not get a penny more

Ex 4

000497

Peter Rye
Fisher Avenue Estates
1170 Fisher Avenue
Ottawa

OTTAWA-CARLETON
RECEIVED
JUN 19
13
PLANNING DEPARTMENT

Planning Commission
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, L1P 523

Attention Mr. J.M. Wright

Dear Sir:

RE: Official Plan Review: Transportation Component of the Regional Development Strategy.

The above mentioned plan to widen Fisher Avenue to four lanes will create a hazard for safety by our appartments. 1

If the planners want to facilitate traffic in this area, why did they allow these three buildings to be built here in the first place. Apartments should not be built fronting on a buisy through road. What politician got paid off for this planning blunder.

Yours truly

P Rye

530-C

REGIONAL PLANNING AND SOUTH URBAN COMMUNITY

The main consideration for designating new urban development areas was that the projected population growth in the Ottawa-Carleton region would approach One Million by the turn of the century. Federal government decentralization, restricted immigration, the economic climate and a falling birth rate, have resulted in down scaled of population projection of 750,000 - 820,000. The changed situation demands a review and indeed revision of the Regional Official Plan and the status of the undeveloped growth areas, particularly of the South Urban Community in south Nepean.

Evolution of the draft official plans between August 1973 and April 1974 identified as the 1st.stage development: 1) All lands within the urban greenbelt
2) Kanata in the west, Orleans in the east as priority #1 urban growth areas outside the greenbelt
3) Barrhaven in the south west Nepean with population limit and subject to availability of existing sewer and water capacity, storm water capability andon the understanding that any future expansion of this community would be westward
4) Council also proposed development of Carlsbad Springs, a community of 100,000 on Ontario Housing Corporation lands.

In the June 1974 revision to the draft Official Plan an additional urban area of 35,000 was proposed for south Gloucester. At "in camera" Planning Board meetings an urban development was proposed for south Nepean. Regional Council however stipulated that no final decision on location and population be made for this community, without a detailed study of the area (1). It should be pointed out that no public participation was encouraged either by the RMOC or Nepean on the question of this new urban community on the door step of Hearts Desire.

Notwithstanding assurances by Nepean and the RMOC, and even before the Regional Council had studied or approved the South Urban Community concept, Nepean Council by Motion 429 of July 22,1974 froze all lands south of the greenbelt (inclusive of Barrhaven) in the name of "a proposed regional south urban community" in south Nepean (Ex.1), subsequently downzoned selected properties from residential R1A to Conservation and Expropriated these lands to provide Open Space for Nepean's proposed South Urban Community south of the Jock River. This pre-empting action by Nepean Council was prior to approval of the Regional Official Plan either by Regional Council, the Minister of Municipal Affairs or the Ontario Municipal Board.

OTTAWA-CARLETON
RECEIVED
MAY 18 1984
CLERK'S DEPARTMENT

000499

A review of the Regional Official Plan cannot be isolated from the various versions of the Nepean Official Plans eg the Nepean Official Plan (1972) proposed:

a) protection of rural agriculture lands in south Nepean as a viable economic industry.

b) consolidation and priority development within the greenbelt to accomodate a population growth of atleast 35,000 (2).

None the less, in 1974 Nepean threw its priorities to the wind and renaged on its promises made in the Nepean Official Plan (1972) to grab a share of the proposed regional urban communities, even though this move was contrary to the interests of the rural community and agriculture intrests of the area. Prime Class 1 agriculture lands were forced into speculator land assembly.

Ex.2 shows population growth in Nepean between 1972 and 1983. In the 11 years there has been an increase of only 11,733 persons within Nepean greenbelt area, in other words it would take at least another 17 years to saturate the greenbelt in Nepean. In addition, there is growth potential of 22,00 to 25,000 in the 1st. stage Barrhaven development. At present this community is at less than 50% of its regional target population with potential for expansion westward as proposed both in the Nepean Official Plan (1972) and the June 1974 version of the draft Regional Official Plan.

In reviewing the need for a South Urban Community in south Nepean, one has to be mindful of the fact that:

a)Nepean has significant private owned and expropriated land reserves within the greenbelt and Barrhaven.

b)**Land Utilization:**Between 1978 and 1982 urban residential land consumption in the region has been at less than 500 acres (200ha)per year and at December 1982 there were approximately 8250 acres (3300ha) of vacant urban land within the greenbelt and the 1st.stage regional urban development areas (3). In other words, there is enough land for the next 15 - 45 years on existing housing densities (4)

000300

c)Housing Density:Considering the rising fuel and transportation costs, land prices, cost of servicing and cost of new housing, the question arises do we in Ottawa-Carleton need the luxury of low density housing and should development in the rural areas be held at ransom to urban saturation?. It has been documented that in the period 1977 to 1983 the lower density of urban development resulted in a potential loss of 2000 housing units (5). 2

d)Cost of Servicing:The cost for this infrastructure has been projected to vary from a low of $770 Millionfor a population of 60,000 to a high of $1177 Million based on 1984 dollars for a high population community. Is it fair to penalize the present generation of tax-payers to provide serviced land for future generations. 3

e)Sewer and Sewage Treatment could cost hundreds of million dollars to rectify and upgrade existing saturated sewage collectors. The expansion of the West Rideau Collector would cost atleast $15 Million to $23 Million (6) depending how far south from the greenbelt into the regional community north of the Jock River.Additional costs would be incurred to service Nepean's urban community south of the Jock River.

A study of the proposed Regional Development Strategy poses questions:

a) Do we need a south urban community in Nepean. The answer is an emphatic NO!
b) Why not revive, priorize and expand the Barrhaven satellite community westward Ex.3 as was proposed in the Nepean Official Plan (1972) and the draft versions of the Regional Official Plans upto June 1974. This certainly would be the most economical choice.

If however the Regional Planning Board or the Regional Council feel obliged to honor a commitment that does not suit today's climate, the choice should be in favor of the Region's urban community north of the Jock River on lands held by various developers; rather than south of the Jock River on land assembly in exclusive ownership of one speculator namely Jockvale Realty. The Regional Planning Department may lead you to believe, that there are 62 developers with land holdings in south Nepean, when in fact there are about 10 developers with land holdings north of the Jock River and only Jockvale Realty south of the Jock River (Ex.4). 4

000501

It should be realized that development of lands south of the Jock River would not be cost efficient, since prospective viable lands north of the Jock would be left undeveloped, with no return on investment by the region and the tax-payers.

It is our considered opinion that Barrhaven expansion westward would result in a consolidated suburban community that could be serviced from existing facilities at minimal cost, compared to laying trunk sewer and water services across unproductive NCC lands and the land assembly north of the Jock River.

In short the Barrhaven extension westward would:

a) integrate with the urban community of Kanata-Glencairn
b) improve traffic flow by maximum utilization of the proposed HWY 416 and the Fallowfield intersection to Kanata and Bells Corner hi-tech employment and service area
c) downtown commuter traffic could be channeled towards the Woodroffe Transit Station using collector transit service.

A summary of the advantages of the Barrhaven concept is presented in Ex.5.

May 18, 1984

R. Sinha

Dr. R. SINHA.
1893 Prince of Wales Drive
Nepean, Ontario
K2C 3J7
H. 224-6519
W. 990-5322

References:

1. Draft Regional Official Plan, June 1974 p.2-11
2. Nepean Official Plan (1972) p.12 and p.62
3. Personal Communication from Commissioner of Planning, RMOC
4. Regional Development Strategy, A Discussion Paper (March 1984) p.26
5. Regional Development Strategy, A Discussion Paper (March 1984) p.16
6. Regional Development Strategy, A Discussion Paper (March 1984) p.44 and 45

Ex. 1 NEPEAN COUNCIL MOTION 429 of July 22,1974

To Prohibit the Issuance of Building Permits Without Council Approval (Proposed Satellite Community In Southern Sector of Township) 13

Motion No. 429 July 22, 1974

Moved by Grant M. Carman
Seconded by Robert C. Mitchell

Whereas a satellite urban community has been proposed in the southern sector of the Township,

And Whereas the issuance of building permits in the area might compromise the overall design and development of this urban community;

Be it resolved that building permits shall not be issued within the area outlined by a heavy black line on the Schedule attached hereto without approval by Council.

(Councillors [illegible] and [illegible] dissenting) - Carried

000502

SUC/Sinha

Ex.2 POPULATION GROWTH IN URBAN AND RURAL NEPEAN

YEAR	TOTAL	GREENBELT	BARRHAVEN	RURAL
1972	65.932	61.732	900	3300
1981	83.880	73.172	8.624	2084
1982	85.737	73.210	10.136	2391
1983	86.882	73.465	10.925	2462

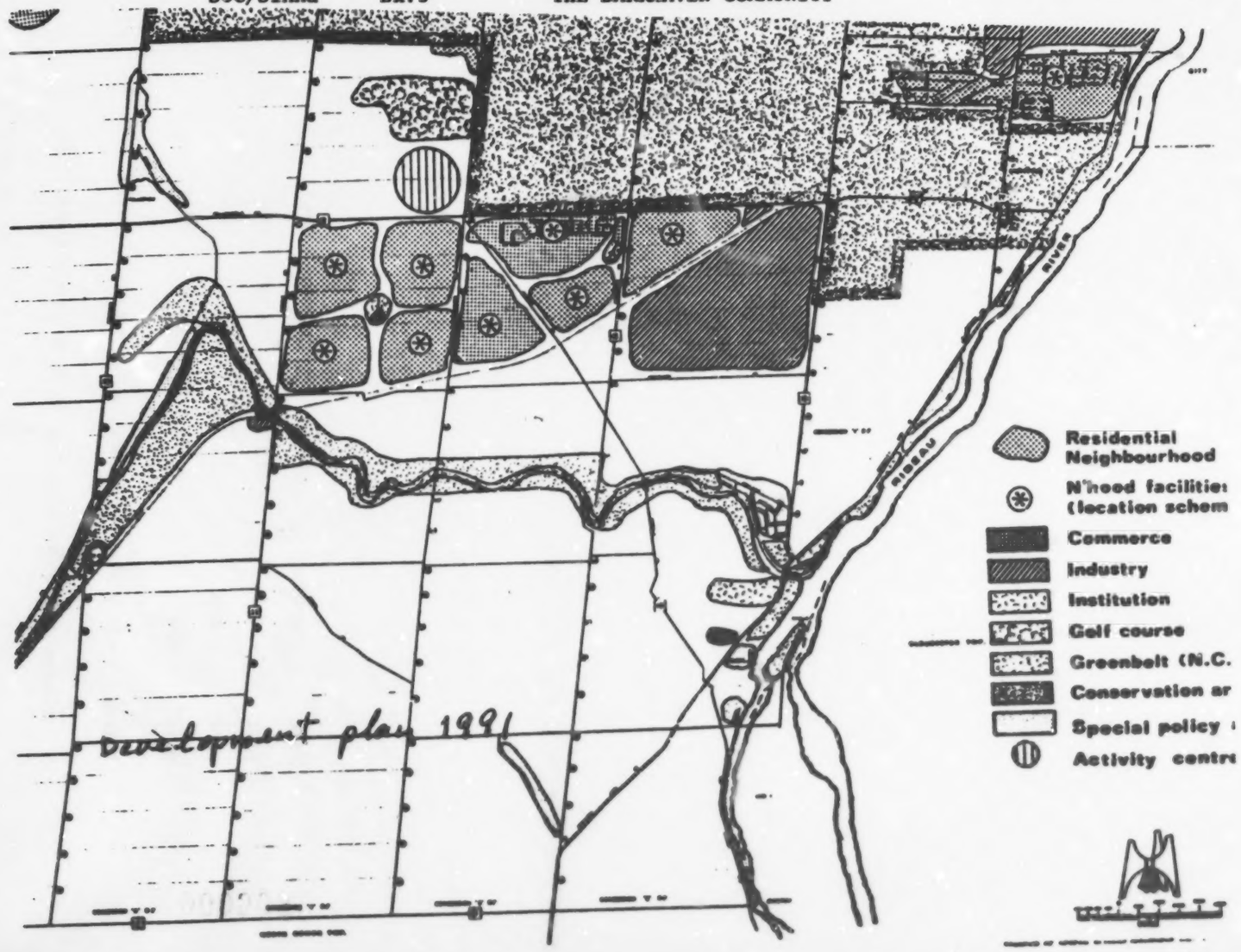
000503

p.7

000504

SSC/Sinha Ex.3

THE BARRHAVEN COMMUNITY



development plan 1991

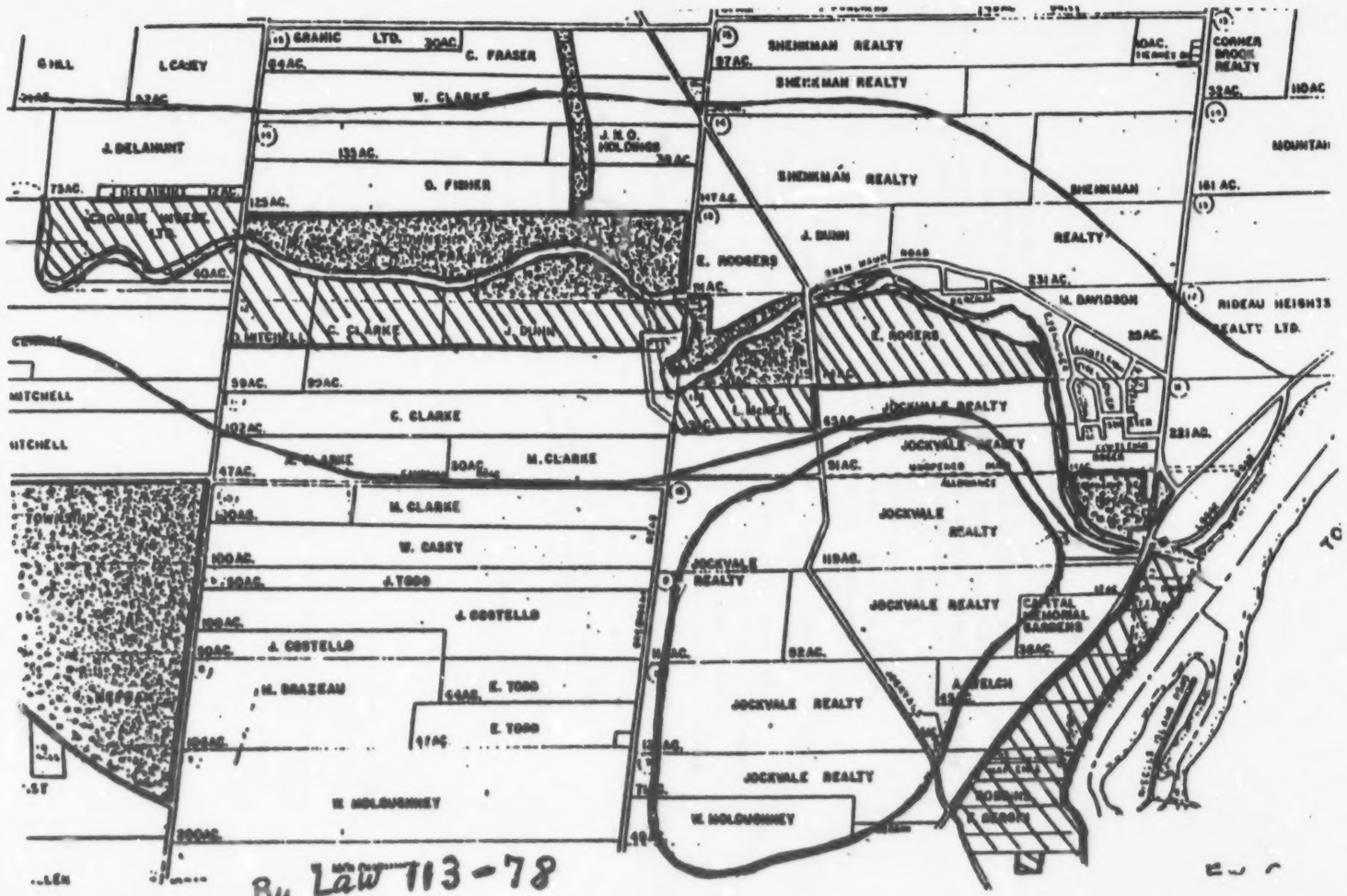
5a

p.8

000505

51.

Ex. 4 DEVELOPERS AND SPECULATORS IN SOUTH NEPEAN



By Law 713-78

SUC/Sinha

000306

EX.5 BARRHAVEN EXTENSION: ADVANTAGES

1. A compact community already serviced.
2. Servicing of extension would cost less than laying new services across NCC and non-productive lands.
3. Easy access to freeway. No need for costly bridges.
4. No need for cost storm water treatment and holding ponds.
5. The whole community one side of the Jock River.
6. Less danger of pollution and subsoil comtamination.

REGIONAL SOUTH URBAN COMMUNITY

1. Separated from Barrhaven by Industrial Zone.
2. Requires planning of Outer Ring Road to link transit routes.
3. Requires new and costly services to be laid across NCC lands to south of greenbelt.
4. NOT AS COST EFFICIENT AS BARRHAVEN EXTENSION.

NEPEAN SOUTH URBAN COMMUNITY

1. A community physically separated from Barrhaven and the Industrial area by the Jock River.
2. Need to build additional bridges across the Jock.
3. Needs costly storm water treatment ponds.
4. Costly to service. Additional cost may be equal to or more than for the Regional SUC north of Jock.
5. Community too close to Rideau Township. Lack of buffer zone between Urban and Rural.
6. No direct access to either existing HWY 16 or proposed HWY 416 Cedarview corridor.
7. Need to extend transit routes south of the Jock.
8. Must build Outer Ring Road and or Merivale link.
9. Area in question has high agriculture capability, needs to be protected as long as possible.

000507

A BRIEF TO THE PLANNING COMMITTEE ON SOUTH URBAN COMMUNITY

1

The purpose of this meeting is to review the development strategy of the Regional Official Plan in implementing the south urban community, particular the **HOW, WHEN and WHERE** of a satellite community in south Nepean.

1. The Nepean Official Plan (1972), the Draft Regional Plan (1973) and the Revised Draft Regional Plan of April 1974 all agreed that the extension of Barrhaven to the west on Lots 15 to 20 Concession 4 be reserved for a future urban development.

2. Regional Council by By-Law 110/74 of July 12, 1974 proposed a satellite community in south Nepean as part of the South Urban Community. This community lies between Lots 6 to 20 mainly north of the Jock River and west of the HWY 16.

3. The Nepean Official Plan (1975) and the Nepean Official Plan (1976) as approved by the Ontario Municipal Board and the Minister, proposed yet another version for the satellite community between Lots 6 to 10 Con. 2 and 3 in south Nepean and south of the Jock River.

The Nepean proposal for its satellite community is in conflict to the Regional Council proposal, designation and also Section 6.4.1 of the Regional Revised Official Plan of April 23, 1974 which stipulates that "...**every existing Official Plan and every restricted area by-law in effect in the planning area be amended to conform to the Regional Plan...**". In other words, the Nepean proposal is in conflict to the Regional Official Plan as approved by the OMB and the Minister.

Let us however examine the three options for a satellite community to determine which would be most practical, economical and logical choice in terms of Roads and Transportation, Sewer and Water and Storm Water Management etc. Regional Planning documentation has made it abundantly clear that roads and transportation are the most expensive item in the infra-structure of servicing an urban community.

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A. 1st. Option: The Barrhaven Extension

1. The Barrhaven community as a whole lies north of the Jock River and the Outer Ring Road and communicates with 9 north-south transportation routes (Woodroffe to Eqalson including the Jockvale regional 13 and the HWY 416) to distribute traffic along these north-south corridors.

2. Sewer and water services are already planned and available for the first stAge Barrhaven development. The cost to expand and upgrade these services to the Barrhaven extension would be minimal. 2

3. The Barrhaven community in expanding westward could eventually integrate with Bridlewood as was proposed in the Nepean Official Plans (1972 - 1975).

B. 2nd. Option:Regional Satellite Community

1. This community proposed on July 12, 1974 is separated from Barrhaven by an Industrial Zone.

2. For transportation there are only three very busy north-south transport corridors (Woodroffe, Merivale and HWY 16). Communication with Barrhaven would be along the Outer Ring Road which has a low priority and may not be here for some years to come.

3. Trunk Sewer and water mains would have to be built in advance to cope with the eventual (not immediate) capacity requirements of the serviced area. Present conservative estimates for the Rideau West Sewer Collector extension from Merivale is placed as upto $23 Million depending how far south the collector has to extend.

4. The cost of servicing is a major factor against this proposed community. Other factors to be taken into account are:
a) the community lies close to noise cones that could present some problems
b) the community lies too close to the Rideau and partly the Jock River. It is important that the rivers be protected from environmental pollution
c) mode of Storm Water Management has not been specified for this community.

000510

C. 3rd. Option: Nepean Concept of Satellite Community

1. This community was proposed by Nepean in its Official Plans of 1975 and 1976. It lies entirely south of the Jock River on 1156 acres, completely separated from its sister community in Barrhaven by the Jock River and the future Outer Ring Road and lacks suitable access routes to the north.

2. New bridges would have to be built across the Jock River and roads re-aligned; bearing in mind that bridges are a traffic bottle-neck and that the cost of this infra-structure would be astronomical.

3. At present Jockvale Road and Greenbank Road are the only two roads available to this community to communicate northward. Access routes would have to be resolved to provide this community a transportation corridor to downtown Ottawa.

4. Sewer and water services to this community would be far more expensive than the cost to service the regional northern community, since **all services would have to cross the Jock River.**

5. Storm water management would also be a costly proposition. Gore and Storrie Ltd. in their Report on The Storm Water Management (1977) state that 3 Ponding Basins would be required at a cost of **$9,740,000** in 1977 dollars exclusive of land to handle storm water for the **Nepean community south of the Jock River on 1156 acres.** For your information the 1156 acres is the land assembly of Jockvale realty south of the Jock River.

6. It has also been suggested by Gore and Storrie that additional measures of control would have to include frequent cleaning, chemical treatment and decontamination of the ponding basins, street sweeping and vacuuming to prevent exhaust contaminants and salt entering the rivers. Since this proposed community is close to both the Jock and Rideau Rivers, it is suggested that before Regional Council makes a decision on a satellite community in south Nepean, all members should read the Report on Storm Water Management by Gore and Storrie Ltd., Consulting Engineers.

7. This community is too close to Rideau Township with no buffer zone.

In summation:

i) a satellite community on Jockvale Realty Holdings south of the Jock River would be a costly venture compared to extension of the Barrhaven or a community within the regional designation on lots 8 to 20, mainly north of the Jock River on land assembly and private ownership of 35 developers and speculators.

ii) these 35 individuals acquired land within the boundary of the community proposed by the Regional Plan approved October 9, 1974. It would not be fair to by-pass and restrict these lands from development in favor of the Jockvale Holdings south of Jock River.

iii) if however the Planning Committee recommends and Regional Council approves the Nepean proposal for a satellite community south of the Jock River, it should be pointed out that with all land owned by one speculator, there will be no competition on land development.

In closing I submit that the ideal choice for a compact, unified community is extension of the Barrhaven Community to the west of Cedarview Road, allowing it to expand westward to integrate with the urban community of Bridlewood as was favored by both Nepean and the Regional Planners in the early stages of the evolution of Regional Planning.

Finally I wish to offer a big bouquet to the Region and a bigger pie to Nepean.

May 29, 1984 M.SINHA

Mrs. M. Sinha
1893 Prince of Wales Drive
Nepean, Ontario
K2C 3J7
Tel: 224-6513

000511

3

Mr. G.Reid,
Director of Planning
City of Gloucester,
P.O.Box 8333
Gloucester, Ontario
K1G 3V5

000512

Dear Mr. Reid,

Further to my recent telephone conversation, I would appreciate the following information:

1. Population of City of Gloucester by Urban and Rural designation.
2. Municipal area of City of Gloucester.
3. Date Official Plan adopted by City Council, date implemented. Was this plan approved by the Minister or the O.M.B.
4. Total public owned lands in City of Gloucester listed by agency.
5. Acreage of lands expropriated to implement the local Official Plan. none
6. Were any lands expropriated to implement the River Corridor Section of the Regional Official Plan. no
7. Were any lands down zoned from R1A residential to Conservation to provide for the River Corridor or Open Space criteria. no
8. Any restrictive zoning By-Law within the meaning of Flood Plain. Extent and location of such restrictive zones and dates By-Laws implemented. no
9. Location and extent of Municipal (not NCC) Conservation zoned lands in South Gloucester satellite community growth area designated by the Regional Official Plan. none
10. Amount of lands expropriated along the Rideau River to provide for "Open Space" for the proposed south urban satellite community in Gloucester, with dates such expropriations took place. none at this time
11. Any expropriations, conservation zoning or restrictive zoning along the Mosquito Creek with dates for such applications. no
12. How many sub-divisions have been created since the adoption of the Official Plan, within the Regional Interim River Corridor. 2
13. How many building permits have been issued since the adoption of the the local Official Plan with zoning density (High/low density). question vague
14. How many acres of land under Open Space designation for the Mosquito River. none at this time
15. How many acres of total Open Space along the Rideau River. If you cannot provide an exact acreage, please provide a map designating such areas.

city park land 272 Ha (672 acres)
nepean 2,500 acres. population 84,000
Ottawa 1,025 acres population 304,000

58.

1983-11-15

Gloucester

P.O./ C.P. 8333
Gloucester, Ontario K1G 3V5

Mrs. M. Sinha
1893 Prince of Wales Drive
Nepean, Ontario
K2C 3J7.

Dear Mrs. Sinha:

This will acknowledge receipt of your letter of recent date requesting answers to a number of questions.

The City of Gloucester Planning Department wishes to advise as follows in response to each of your questions.

1. Population City of Gloucester 1982 assessment
   Urban 71,382 - Rural 5,202

2. Municipal Area - 29,524 hectares.

3. City of Gloucester Official Plan adopted by City Council August 5, 1980.
   Approved Ministry of Municipal Affairs and Housing February 15, 1983.

4. Public Lands RMOC 67.16 ha
   Province of Ontario - 2,259.31 ha
   Federal Government - 13,759.8 ha

5. none

6. No

7. No.

8. No

9. None

10. None at this time

11. No

12. 2

.... 2

000513

JAN 16/75

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Residents complained they were not given enough information on the new bylaw which sets aside prime river front property for conservation purposes.

"You are down-zoning my property, practically expropriating me, and you do not find it necessary to even inform me," said one unhappy resident.

Township officials said that notification of the bylaw will be sent to residents directly concerned.

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"If we do nothing, the land will be developed in a haphazard way for all the wrong reasons," said Mr. Haydon. "It is wrong to have all our waterways owned by a fortunate few."

Council's ruling is not final. Any resident can take the zoning to the Ontario Municipal Board and request a hearing. Reeve Haydon said he is sure a hearing will be necessary.

000314

60.

1973 Draft O.P. Aug. 17

(2) Council shall undertake the capital works for which it is responsible in accordance with a continuing five-year capital works program which may be revised from time to time as circumstances warrant or as required to fulfil the objectives of this plan.

(3) As part of Council's five-year capital works program, the provision of regional roads and regional sewer and water works to those areas designated for urban development on Schedules A and B and described elsewhere in this plan shall be based on the following set of priorities for provision of regional services to these new urban areas.

First Priority - areas within the outer limit of the greenbelt
- the urban area located west of the greenbelt (Glencairn-Kanata expansion)
- the urban area located east of the greenbelt (Orleans)
- the urban area located south west of the greenbelt (Barrhaven) up to the limit of existing sewers.

Second Priority - the urban area located south east of the greenbelt (Carlsbad Springs).

Third Priority - the remainder of the urban area south west of the greenbelt (Barrhaven expansion).

(4) Council intends that regional services be provided to all first priority areas before the second and third priority areas, and that regional services will be provided to the second priority area before the third priority area.

000515

6.4 AREA MUNICIPAL PLANNING

Ex 1

6.4.1 Conformity

Every existing official plan and every restricted area by-law in effect in the planning area shall be amended to conform with this plan should there be any inconsistencies. Subsequent local official plans and by-laws including restricted area by-laws must conform with this plan.

Council recognizes the importance of ensuring that the implications of this plan for existing official plans and restricted area by-laws are made clear.

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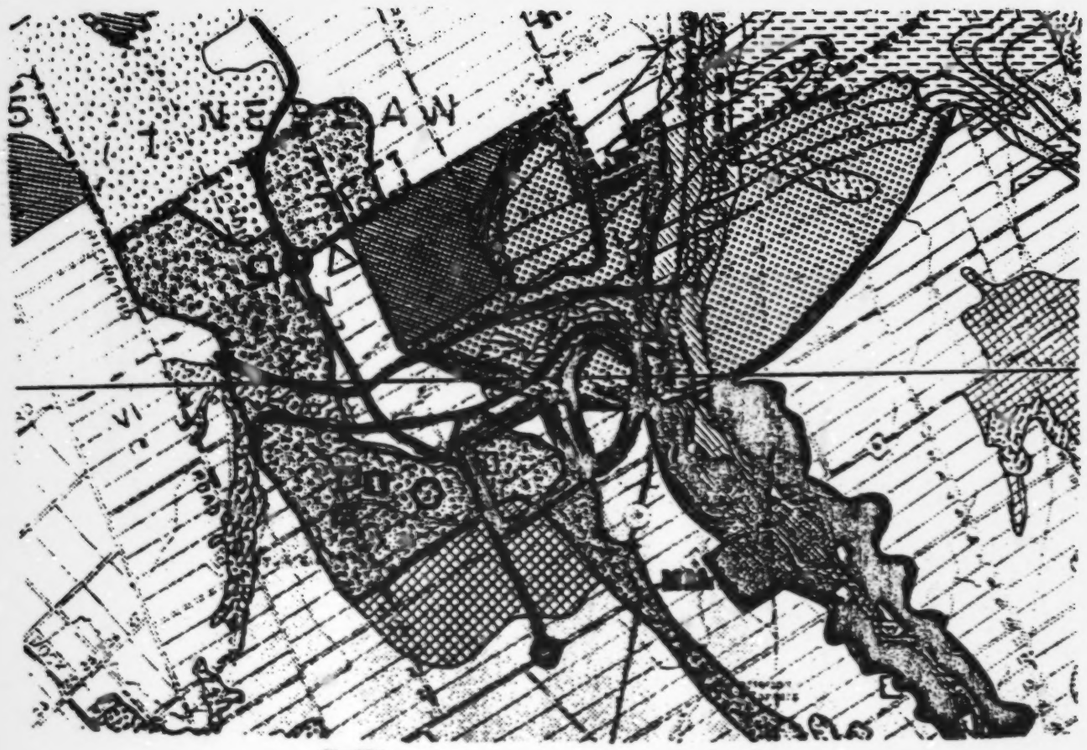


Nepean

Region

Ex 4

000518

FUND 93 SEWER FUNCTION 4 ENVIRONMENTAL SERVICES CLASS OF WORK 20 SEWER & PUMPING STATIONS	DEPARTMENT WORKS PROJECT NO. 6715	REGIONAL MUNICIPALITY OF OTTAWA CARLETON CAPITAL BUDGET FORECAST PROJECT INFORMATION SHEET

1. PROJECT NAME & DESCRIPTION: West Rideau Collector Sewer - Extension to Manotick

2. COMMITMENTS MADE: [ ] NO [X] YES (PLEASE SPECIFY)

COMMENCEMENT DATE 1986 COMPLETION DATE 1987

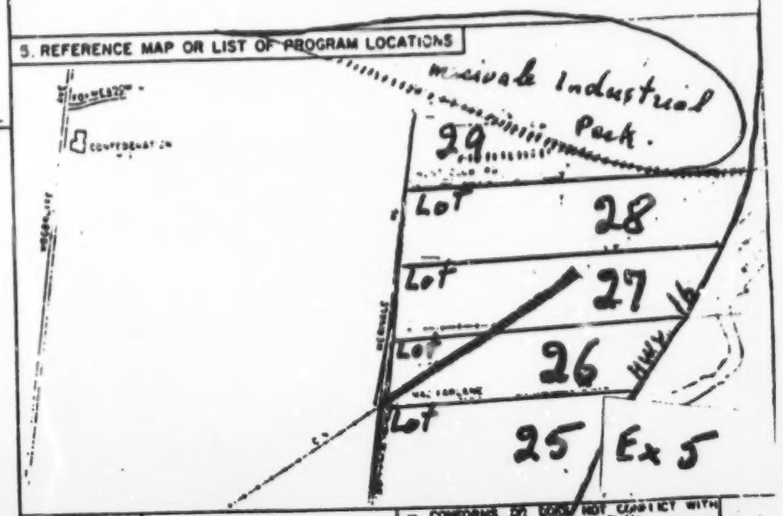
3. PROJECT DETAIL & JUSTIFICATION

- Phase I - will provide the extension of the 66"Ø West Rideau Sanitary Collector Sewer to Merivale Road.
- The section from Merivale Road to Manotick is to be phased to suit future area development.

[X] ORIGINAL [ ] REHABILITATION [ ] REPLACEMENT [ ] ADDITION

4. OTHER: Coordinated with area development.

5. REFERENCE MAP OR LIST OF PROGRAM LOCATIONS



6. APPROVAL

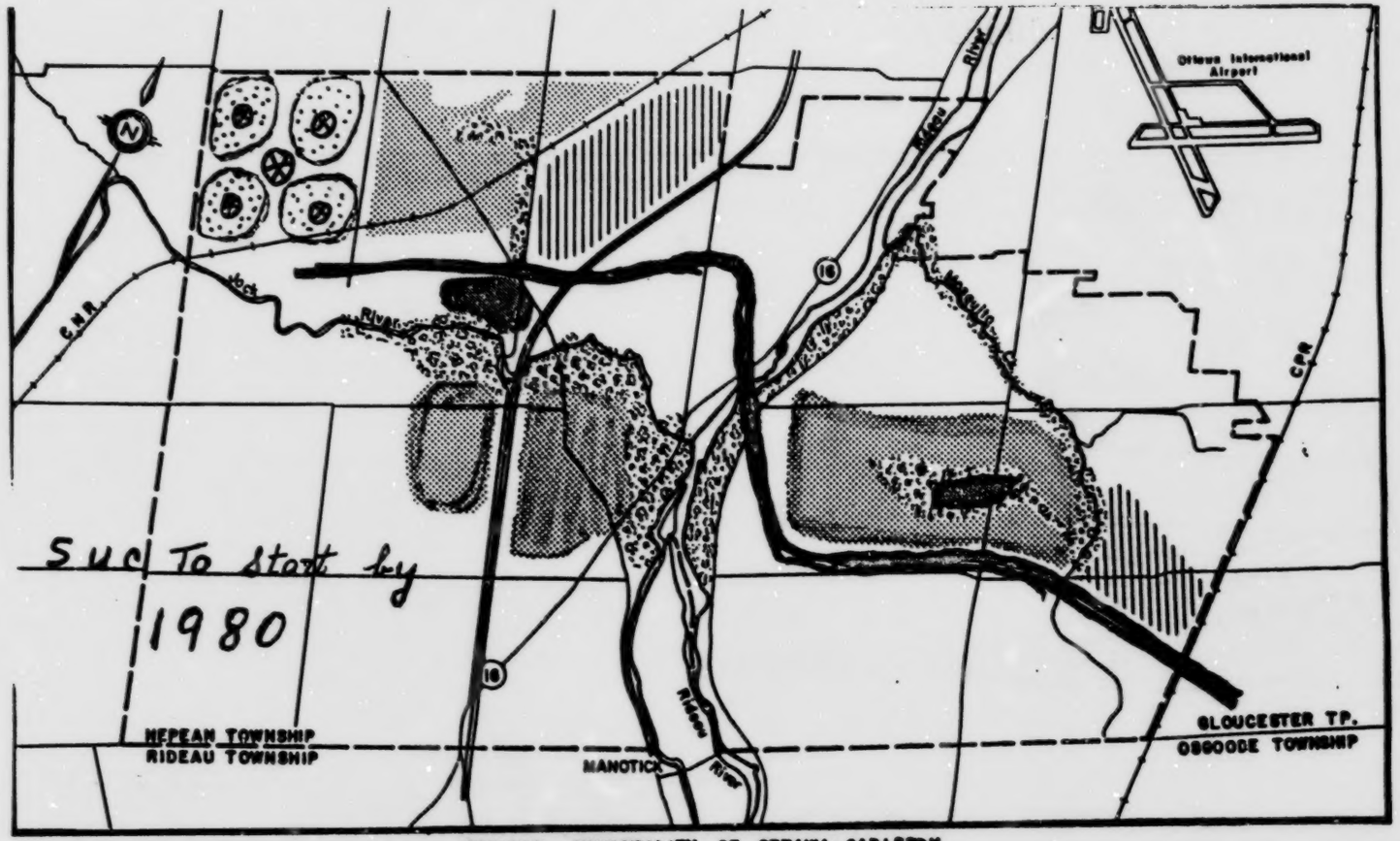
ORIG. DEPT. [signature]

7. CONFORMS OR DOES NOT CONFLICT WITH THE REGIONAL OFFICIAL PLAN

PLANNING DEPT. [signature]

000519

65.



REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
TOWNSHIP OF HEPEAN TOWNSHIP OF GLOUCESTER

SOUTH URBAN COMMUNITY

PROPOSED ALTERNATIVE PLAN 2B

Ex 6

FIGURE NO. 6

LEGEND:

- Proposed Residential Development
- Proposed Industrial Development
- Proposed Core Area
- Proposed Park Lands

SCALE: 1" = 8800'
SEPTEMBER 1977

1977

000520

GORE & STORRIE LIMITED
CONSULTING ENGINEERS

engineers.

SECTION 6
ESTIMATED COSTS AND STAGING OF CONSTRUCTION

Core and Story 1977

ESTIMATED COSTS

Costs have been estimated for construction of the sewers and the storm water retention facilities on the basis of tender prices currently being received for this type of work and include an allowance of 15% for engineering and contingencies but excluding land costs. Cost estimates have been prepared for two bases of design for comparison purposes.

000521

The first design for which costs have been estimated is the traditional approach to design involving no controls on runoff and utilizing both the Township of Nepean and the Township of Gloucester standard design criteria. The second design for which costs have been estimated includes a system of storm water retention ponds for control and treatment of the runoff.

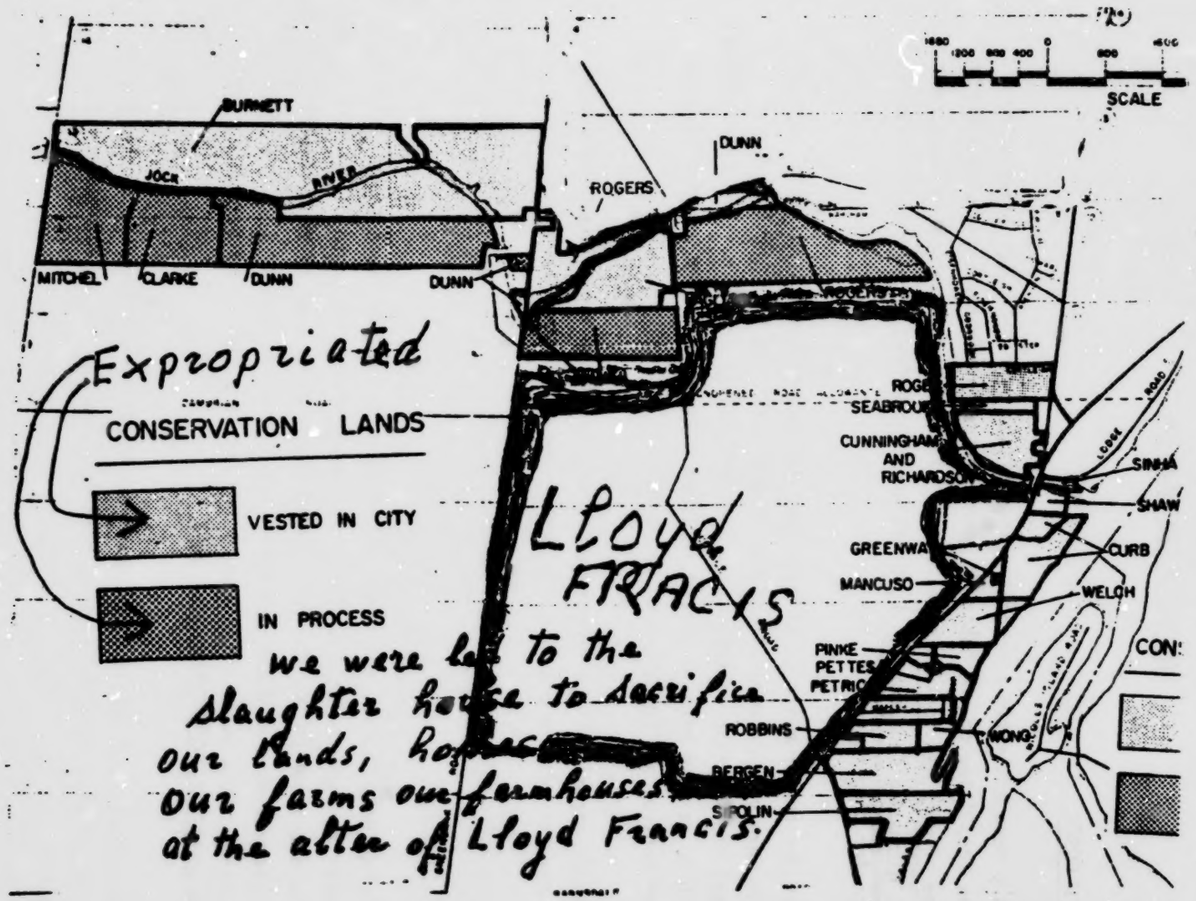
Table No. 15 opposite, is a comparison of costs for the two alternative system designs for the development areas in Nepean and Gloucester Townships.

Township of Nepean

As noted on Table No. 15, the total estimated cost for the trunk sewer system and storm water management facilities for the development area south of the Jock River is in the amount of $9,740,000 for a total development area of approximately 1156 acres or approximately $8,400 per acre. The increased cost of the works to provide the necessary storm water retention facilities is estimated to be approximately $1,030,000 or approximately $900 per acre.

Ex 7

The cost estimates do not include the trunk facilities to service the Barrhaven area, since that system has already been designed and is, to a large extent, constructed.


SCALE
BURNETT
JOCK
RIVER
MITCHEL
CLARKE
DUNN
DUNN
ROGERS
DUNN
CUNNINGHAM AND RICHARDSON
GREENWA
MANCUSO
PINKE PETTES PETRIC
ROBBINS
BERGEN
SIPOLIN
SHAW
CURB
WELCH
CONS
Expropriated
CONSERVATION LANDS
VESTED IN CITY
IN PROCESS
Lloyd FRANCIS
we were led to the
slaughter house to sacrifice
our lands, homes
our farms our farmhouses
at the alter of Lloyd Francis.

Ex 8

741 Island Park Drive
Ottawa K1Y-0B9
16 June 84

J.M. Wright
Planning Commissioner.
Regional Municipality of Ottawa Carlton
222 Queen St, Ottawa, K1P 5Z3.

000523

Dear Mr Wright:

Referring to the Official Plan Review of the Transportation Component of the Regional Development Strategy. This is to register my strong objection to any action that would aggravate the daily bumper to bumper traffic on Island Park Drive.

Obviously the proposed widening of Fisher Avenue is bound to increase the traffic on this street and I am therefore very much against it. 1

Yours very truly.

C.H. Smith

(C.H. SMITH)

OTTAWA-CARLETON
RECEIVED
June 19 84
13
PLANNING DEPARTMENT

1034 Fisher Ave.
Ottawa Ontario
K1Z 6P6.
June 16th 1984.

000524

By. J. M. Wright, Planning Commissioner:
Regional Municipality of Ottawa Carleton.
222 Queen Street, Ottawa, Ontario K1P 5Z3.

Dear Sir:

I am opposed to the widening of Fisher Ave. to four lanes.

We are now suffering from the impact you listed, the widening you would find would bring total disaster to this area.

1 It has been my good fortune to have lived at this address my total lifetime. To anticipate the destruction of the environment is appalling to me and all people who know this area. Please reconsider these plans.

Yours truly
Bonnie Smith.

OTTAWA-CARLETON
RECEIVED
JUN 19 1984
PLANNING DEPARTMENT

Bernard E. Vanden
1068 Fisher Avenue
Ottawa, K1Z 6P6
June 17, 1984

OTTAWA-CARLETON
RECEIVED
45
PLANNING DEPARTMENT

Mr. J.M. Wright
Plannning Commissioner
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa K1P 5Z3

000525

Re: Official Plan Review: Transportation Component of the Regional Development Strategy.

Dear Sir:

I live on Fisher Avenue between Carling Avenue and the Baseline road. I drive for a living.

The proposed widening of Fisher Avenue between Carling Avenue and the Baseline Road would have the opposite effect that the planners expect. Any congestion on Fisher Avenue in the effected area is at Carling Avenue intersection and at the Baseline Road intersection.

There is no congestion on Fisher Avenue between the above mentioned intersections. It is such a wide open speed-way that it is a favorite area for the Ottawa Police to set speed traps. One week ago a motorcyclists used the section in front of my house as a high speed acceleration testing area for over one hour. 1

The Carling, Driveway, Island Park, Fisher, Holland, Parkdale intersection is perhaps the worst in the region. There are seventeen sides to this complex not counting the special left hand turning lanes. On occasion traffic on Carling Avenue is so heavy that drivers on that street block the Island Park intersection and circulation is immobilised. It does not need another traffic funnel into that section.

That part of Fisher Avenue betweem Dynes Road and Highway 16 which has been widened to four lanes is a quiet underused area of ashpalt. The tax payers do not get an adequet rate of return on their hard earned dollars. There has to be greater tax payer participation to reduce the unecessary spending.

In the proposed proposal the planners do not seem to take into consideration the safety and police protection of the citizens. Fisher Avenue is a main route for ambulances going

to and from the Civic Hospital, Police cars and fire fighting equiptment. Any attempt to increase the traffic on this road will increase the congestion at the intersections at either end of the route in question and make the traffic situation worse and defeat the purpose of any Fisher Avenue widening.

The Civic Hospital generates a great deal of automobile traffic and it is vital to its emergency funtions that circulaltion is not immobilised on Carling Avenue with more traffic.

The Planning Commission should be trying to take through traffic away from passing by the Civic Hospital, not to funnel it along side. There are more logical routes to bring traffic into Ottawa from the south than by the Civic Hospital. Access on highway 16 into the city could be improved, also the Merivale, Kirkwood, Carling, and the Qweensway on ramp.

I am familiar with Fisher Avenue traffic. The democratic process needs more citizen participation. It increases efficiency and reduces tax dollars. Can I meet with you. Please telephone me 722 4783 (days), 728 1315 (evenings).

Yours truly

Bernard E. Vanden

000526

MY NAME IS WELCH. D MY MOTHER HAD 11 ACRES EXPROPRIATED IN 1979. UNDER THE DUBIOUS LABEL OF CONSERVATION LAND CHANGED TO RECREATION LAND. SAME LAND. STILL UNCHANGED.

I AM OPPOSED TO THE NEPEAN SOUTH SATELLITE CITY PLAN FOR SEVERAL REASONS.

I AM SURE THAT YOU ARE GOING TO HEAR GOOD SOUND ARGUMENTS AGAINST THE ESTABLISHMENT OF THIS URBAN SOUTH CITY. MANY OF THESE ARGUMENTS WILL BE CONCERNED WITH THE ADDED COST TO NEPEAN TAXPAYERS IF THIS SATELLITE CITY IS FAVOURED OVER THE MORE LOGICAL EXTENSION OF BARRHAVEN TO ACCOMODATE FURTHUR HOUSING. YOU WILL UNDOUBTEDLY HEAR OF THE INCREASED COST OF PROVIDING MAIN TRUNK SEWERS. YOU WILL HEAR OF THE INCREASED COST OF PROVIDING WATER MAINS, EXTRA DEVELOPMENTAL COSTS, EXTRA COSTS OF TRANSPORTATION FACILITIES ETC. ALL FACTORS OBVIOUSLY MUCH CHEAPER AND MORE PRACTICAL WHEN APPLIED TO BARRHAVEN THAN THE MORE REMOTE URBAN SOUTH SATELLITE CITY.

BUT I AM GOING TO TALK ON MY PERSONAL REASONS AGAINST THIS PROPOSAL

~~THE~~ I HAVE THREE OBJECTIONS

THE FIRST IS QUITE PERSONAL IN THAT WE ARE RUNNING A COMMERCIAL APPLE ORCHARD RIGHT ON THE EDGE OF THE PROPOSED CITY BOUNDARIES AND EVEN SHOULD WE NOT BE EXPROPRIATED, I DO NOT RELISH TRYING TO FARM WITH THE INCREASED HASSLES OF THEFT OF TOOLS, BATTERIES ETC NOT TO MENTION THEFT OF THE APPLE CROP ITSELF. THE THOUGHT OF COMPLAINTS ABOUT NOISE, THE PROBLEMS OF FENCES BEING BROKEN DOWN, COMPLAINTS ABOUT SMELLS, COMPLAINTS ABOUT THE SPRAYING OF TOXIC CHEMICALS (NECESSARY TO ENSURE ANNUAL CROPS), ALL THE PRESSURE THAT URBANIZATION PUTS ONTO RURAL ENDEAVOURS, DOES NOT LEAVE ME OVERJOYED. A VERY PERSONAL ATTITUDE BUT THERE IT IS.

000527

000528

(2)

MY SECOND OBJECTION IS BASED ON A MORAL DISTASTE OF THE WAY THAT THIS SATELLITE SOUTH PROJECT HAS BEEN SET UP. I AM SURE THAT THE LITANY OF SEVERANCES GIVEN, BUILDING PERMITS ISSUED OR NOT, PROPERTY OFFICIALLY UPGRADED OR DOWNGRADED DEPENDING ON WHETHER ONE IS A RELATIVE, FRIEND OR ASSOCIATE OF A PARTICULAR REEVE (OR NOT), IS A COMMON STORY. BUT SURELY NEPEAN IS RIGHT UP THERE WITH THE BEST OF THE WHEELING AND DEALING THAT SEEMS TO MARK MUNICIPAL POLITICS.

SINCE 1957, WHEN DR GRANT CARMEN WAS FIRST ELECTED NEPEAN COUNCILLOR ON THROUGH 1967 WHEN MR ANDREW HAYDON WAS FIRST ELECTED COUNCILLOR, ON TO THE PRESENT, THESE TWO SEEM TO HAVE BEEN THE PRINCIPAL MOVERS AND SHAKERS OF NEPEAN AND SUBSEQUENTLY THE REGIONAL MUNICIPALITY OF OTTAWA CARLETON.

NEPEAN REEVE ANDREW HAYDON BECAME ACTING CHAIRMAN OF RMOC. DR GRAND CARMAN BECAME CHAIRMAN OF REGIONAL MUNICIPALITY OF OTTAWA CARLETON PLANNING COMMITTEE & CHAIRMAN OF THE REGIONAL PLANNING COMMITTEE AS WELL. VERY NICE. DR CARMAN ALSO BECAME CHAIRMAN OF RVCA FLOOD & FILL COMMITTEE AS WELL AS DEPUTY REEVE OF NEPEAN. A VERY BUSY MAN. IN 1978 DR CARMEN ALONG WITH HIS OLD FRIEND MR LLOYD FRANCIS (JOCKVALE REALTY) APPEARED TO BE RUNNING IN THE RACE FOR CHAIRMAN OF RMOC AGAINST MR HAYDON, ONLY TO SIMULTANEOUSLY & WITHDRAW FROM THE RACE THE NIGHT BEFORE THE ELECTION. THE PRAISE THAT THEY HEAPED ON MR HAYDON, CARRIED THEIR SUPPORTERS OVER TO HAYDON FOR HIS ELECTION. HOW LUCKY FOR MR. HAYDON

THE ORIGINAL REGIONAL PLAN DRAWN UP BY INDEPENDANT CONSULTANTS RECOMMENDED THAT URBAN DEVELOPMENT TAKE PLACE IN KANATA, GLEN CAIRN, ORLEANS, BARRHAVEN - CARLSBAD SPRINGS THE AREA OF SOUTH NEPEAN WAS CONSIDERED AS UNSUITABLE FOR DEVELOPMENT.

HOWEVER MR LLOYD FRANCIS AND FAMILY (JOCKVALE REALTY) CONSIDER SOUTH NEPEAN MORE THAN SUITABLE AND HAVE BEEN STEADILY ACQUIRING OVER 1000 ACRES OF GOOD FARM LAND FOR SPECULATION

000529

(1)

THE CARLSBAD SPRINGS PROJECT AND THE 9000 ACRES PURCHASED FOR HOUSING AND OFFICES (AT 16 MILLION DOLLARS) HAVE TURNED TO DUST AND WEEDS, WEEDS

IN 1972 MR HAYDON PROPOSED DEVELOPMENT OF THE WOODROFFE PROJECT OPPOSITE ALGONQUIN COLLEGE. 400 ACRES TO ACCOMODATE 9500 PEOPLE PLUS A 30 ACRE INDUSTRIAL PARK. A REASONABLE DEVELOPMENT CLOSE TO THE QUEENSWAY, FAVOURED BY THE NCC. THIS PROJECT ALSO WAS SHELVED IN 1974 UNDER THE WEAKNESS OF ~~FEDERATION~~ ROAD COMPLETION ETC. MORE WEEDS.

THE COMPETITION FOR THE SOUTH NEPEAN SATELLITE CITY ON RURAL CLASS 1 AGRICULTURAL LANDS ASSEMBLED BY JOCKVALE REALTY, WAS BEING ELIMINATED.

IN MAY 1974 THE CAMPAIGN TO DEVELOP THE NEPEAN SOUTH SATELLITE CITY WITH 65000 PEOPLE STARTED. DESPITE THE SHELVING OF THE PLAN BY REGIONAL PLANNING COMMITTEE UNTIL A FULL STUDY WAS UNDERTAKEN, DR GRANT CARMAN INTRODUCED TWO MOTIONS IN JULY 1974.

MOTION 429 SEEKING TO FREEZE 7500 ACRES IN NEPEAN SOUTH FOR THE SATELLITE CITY. QUITE STRANGE CONSIDERING THAT IT WAS APPROVED BY NEPEAN COUNCIL WHILE THE REGIONAL PLANNING COMMITTEE HAD THE PLAN ON HOLD FOR FURTHER STUDY. DR CARMAN SEEMS TO HAVE BEEN VERY SURE OF SUCCESS.

MOTION 428 OF JULY 22 1974 FROZE 5400 ACRES IN THE NAME OF THE REGIONAL DUMP SITE. A TOPIC NOT EVEN DISCUSSED BY THE REGION UNTIL 1976 WHEN THE REGION SHOWED INTEREST IN HAVING 240 ACRES ONLY. 5400 ACRES FROZEN FOR A DUMP SITE! A MOTION MOVED IN 1974, BROUGHT FORWARD IN 1976 AND APPROVED IN 1974.

NEPEAN BOUGHT FARMS, LEASED THEM BACK TO THE FARMERS, EXPROPRIATED AND IN SOME CASES EVEN UPGRADED AND RELOTED THE LANDS. SPECULATION AT ITS MOST SORDID.

MR ANDREW HAYDON BOASTED IN 1975 "WE SPEND ONE MILLION DOLLARS ANNUALLY TO PURCHASE LAND.

AS ONE OF THE MOST HIGHLY TAXED MUNICIPALITIES IN ONTARIO YOU HAD BETTER BELIEVE IT.

000530

(4)

NEXT IN THE PLAN WAS PARKS, RECREATION AREAS AND OPEN SPACE FOR THE SOUTH URBAN COMMUNITY. BY-LAW 14-75 APPROVED JAN 14 1975 DOWN ZONED RESIDENTIAL RIA LAND TO CONSERVATION LAND AND BY-LAW 87-75 OF MAR 20 1975 FROZE THE ENTIRE JOCK RIVER ON THE NAME OF FLOOD & FILL RESTRICTIONS.

SINCE THE PROVINCE HAD NO LEGISLATION THEN REGARDING FLOOD AND FILL AND NEPEAN'S CASE SEEMED SHAKY FOR THE OMB, DR CARMAN, RECOGNIZING THE DIFFICULTIES, CONCENTRATED ON ~~[illegible]~~ GETTING ONTARIO REGULATIONS IN PLACE BEFORE ANY OMB HEARING AND BECAME CHAIRMAN RVCA FLOOD & FILL COMMITTEE. HE SHOULD HAVE BEEN PLAYING FOR NEPEAN TAXPAYERS. IT APPEARS THAT HE PLAYED FOR CARMAN, HAYDON & JOCRUALE REALTY.

MEAN WHILE JOCRUALE REALTY WAS BUSY LAND BANKING OVER 1000 ACRES OF FARM LAND SOUTH OF THE JOCK RIVER.

TO SUPPORT THIS PLAN 93 ACRES OF RESIDENTIALLY ZONED AND ABOUT 1200 ACRES OF ACTIVE FARMS WERE EXPROPRIATED.

ONE PECULIAR EXEMPTION FROM THE HAZARD LAND EXPROPRIATION ALONG THE RIDEAU & JOCK RIVERS WAS A CHUNK AT CONVERSANCE OF THESE TWO RIVERS. HAZARD LAND SURELY BUT ~~[illegible]~~ ACCESS IN THE UNDERVALUED EXPROPRIATION OF THE REST OF THAT STRIP. THIS LAND IS OWNED BY MR PETIT - CHAIRMAN NEPEAN COMMITTEE OF ADJUSTMENT ~~[illegible]~~ LTY. VERY INTERESTING.

AFTER 2 YEARS OF HEARINGS ON THE OFFICIAL REGIONAL PLAN AND THE SATELLITE COMMUNITY, THE LANCASTER OMB RULED OUT THE SATELLITE DEVELOPMENT IN SOUTH NEPEAN. REEVE HAYDON VOWED THAT IN 6 MONTHS THE OMB DECISION WOULD BE OVERRULED. AND SO IT WAS. THIS IS A VERY PERSISTANT MAN.

A LOT OF INTRIGUE HAS BEEN GOING ON OVER A PROJECT THAT ONLY A HANDFUL OF PEOPLE SUPPORT AND MANY PEOPLE SEEM TO OPPOSE. AND YET THE PROJECT STILL MAY GO THROUGH. WHAT A STRANGE SITUATION FOR A DEMOCRATIC COUNTRY.

000531

D

MY THIRD OBJECTION TO THE SOUTH NODE (LONG TERM) IS ON THE VERY BROAD DISLIKE THAT I HAVE TO SEE MY GOOD FARMLAND TAKEN OUT OF USE.

IN THE LAST FEW YEARS MUCH HAS BEEN SAID ON THIS. BUT THE FIGHT CONTINUES. THE 1000 ACRES OWNED BY JOCKVALE REALTY REALTY IN SOUTH NEPEAN IS PRIME FARMLAND.

THIS SHOULD NOT BE BULLDOZED OVER. IN TRUTH, I DON'T THINK THE FARM LAND WEST OF BARRHAVEN SHOULD BE BULLDOZED EITHER. BUT IF INCREASED HOUSING IN THIS AREA IS NECESSARY, THEN THIS LAND BESIDE BARRHAVEN IS THE LOGICAL PLACE TO GO. IT IS PROBABLY TOO LATE NOW TO SAVE FARMS THERE FROM THE PROBLEMS OF URBANIZATION.

BUT IT IS NOT TOO LATE TO SAVE THE LAND ON THE NEPEAN SOUTH PROJECT. JOCKVALE REALTY.

THIS SATELLITE CITY SHOULD NOT BE BUILT.

Robert Wilson

000532

Moved by B. Franklin
Seconded by A.C. Loney

Motion No. 644

Whereas the Township had no immediate plans for the use of some 60 acres of the 97 acres purchased from Mr. E. Rooney, being the North Half of Lot 11, Concession 5,R.F.,

And Whereas the Township would not wish the land to become fallow,

And Whereas by Minute W-74-133 of the Council Committee of the Whole on Wednesday, October 30th, 1974, the Committee was in unanimous agreement with the recommendation that the property be leased to Mr. E. Rooney;

Be it resolved that the Reeve and Clerk be authorized to sign and execute all documents relating to the rental of Township owned lands being the North Half of Lot 11, Concession 5,R.F., to Mr. E. Rooney for the year 1975 for a rental of $1,000.00 per annum.

000533

000534

Journal July 21, 1975

2

Nepean acts against speculators

By CHRISTOPHER COBB

Journal Reporter

Nepean Township has introduced a new planning bylaw aimed at keeping about 1,700 acres of agricultural land out of the hands of property speculators.

The bylaw, which now goes to the Ontario Municipal Board for ratification, takes in land south of the greenbelt except Barrhaven, the Rideau River corridor and a section near Fallowfield and Cedarview Roads (now zoned urban).

The passing of the bylaw has come under fire from Nepean Councillor Aubrey Moodie who claims a public meeting should have been held first. His was the only dissenting vote when the bylaw was approved by council.

The township is now seeking OMB advice on the proper way to publicize the bylaw before it reaches its final stage.

Until the OMB rules otherwise, however, the bylaw is being enforced.

After the new legislation has been fully advertized, there will be a 14-day appeal period during which members of the public can voice their objections. Any objections would force a public hearing.

Under the new law, owners of the affected farm land cannot sell any lots under 50 acres and even then use is restricted to an agricultural-related development.

Rural residents in the affected areas will be able to build a second house close to existing buildings but under tight council control.

The bylaw replaces 1966 legislation covering use of agricultural land, and conforms with the official Ottawa-Carleton regional plan.

80.

48

Dec 11-1978

3

By Murdoch Davis
Citizen staff writer

Grant Carman isn't very good at retiring.

In 1976, he slipped away from politics after spending about a third of his life on Nepean Council. He said he was going to write a book and take a few years to "have a good look at things."

In March, with the book still unwritten and the "good look" having been focussed mainly on the council he'd left behind, Carman gladly accepted the seat left vacant when Eileen Consiglio died. It "felt like coming home again," he said then.

Nine months later, knowing he didn't want to leave the municipal scene again, he announced his candidacy to replace Denis Coolican as chairman of Ottawa-Carleton regional council.

"I missed it, no doubt about that," he says of his political hiatus. "It gets in your blood after 20 years. I think it's a disease."

At 59, Carman still wants to contribute, but until a few days ago he wasn't sure he had a chance to win the $48,000-a-year chairman's job.

"I really played it like a klutz," he says with a self-deprecating smile while discussing the contest between him, former Rideau township mayor Bill Tupper and former Nepean reeve Andy Haydon. He says he didn't lobby the regional councillors for commitments when he first said he'd run, and by the time he started most of them were committed. Now, he feels enough are wavering that a close three-way race will develop by Dec. 13, when council meets to select its new leader.

Without naming him, Carman took a shot at Haydon, who is known as an abrasive, strong-minded politician.

Carman worked extensively on the Nepean and regional planning committees, and says formulation of the regional plan "had to be one of the most satisfying things that I have ever done ..."

A former Nepean deputy-reeve who shepherded development of the Ottawa-Carleton official plan during his six years on regional council, Carman said:

Grant Carman, who pulled out Tuesday after concluding he could not win, estimated his withdrawal liberated seven votes that otherwise would have gone to him.

MP Lloyd Francis (L—Ottawa West) said Sunday night he decided not to run after talking to the council members, finding that too many were already committed to Haydon or Tupper for him to be elected. He said his discussions indicated a result similar to that in the *Citizen* poll.

The contest between Haydon and Tupper is being fought almost entirely on their contrasting styles and personalities. Most councillors say both men have the experience and ability to handle the job, but it's a question of deciding what type of leadership the region needs.

Haydon's decisiveness and ability to inject his identity into his job are cited by his supporters as something the region needs. Kay, for example, said he urged Tupper to run for chairman two years ago, but now feels the region needs a high-profile leader, something it didn't have under Coolican.

"I don't think Coolican was too effective in dealing with Queen's Park, because he wasn't outspoken enough. Haydon won't be pushed around."

On the other hand, Tupper gets some support just because he isn't Andy Haydon.

Alderman Georges Bédard said Haydon would be too concerned with promoting himself and not enough with promoting the region's interests. Tupper "has an understanding of where regional council should be going," he said.

David Bartlett, who replaced Tupper as Rideau mayor, said Haydon would tend to "drag council in directions it doesn't want to go." He said councillors from outside Ottawa will support Tupper "when the chips are down."

Carman, who did not seek re-election to Nepean council this year, said he has not decided whether to attempt to re-enter politics.

Carman has never lost a Nepean Township election since he first became a councillor in 1956.

000535

Why did DR. Carman leave Regional & Nepean politics in 1976.
Why in 1978 did he quetly slip in by the back door when Councillor Consiglio's seat became vaccant.
Why he did not seek Re-election in 1978 municipal election.

Call 224-6513

1893 Prince of Wales DR
nepean. K2C-3J7.

81.

4

Job Cleveland

61-75	To Amend By-Law 14-66 (Pt. Lot 20, Lots 21 & 22, 3, R.F. (Pt. Lot 20, Lots 21 & 22, 2, R.F. (Pts. Lots 18 & 19, Lots 20, 21, 22, 1, R.F (Pt. Lot 19, Lots 20, 21, 22, A, R.F.
62-75	To Amend By-law 39-62 (To include the above lots in 39-62)
63-75	To Amend By-law 14-66 (Lots 16, 17, 18, 19 & Pt. Lot 20, 3, R.F. (Pt. Lots 18, 19 & 20, 2, R.F.)
64-75	Expropriation of land (Landfill Site) Pt. Lots 8, 9 & 10, 4, R.F
65-75	Central Area By-law (Barrhaven Community) amended by 122-75
66-75	To Amend 39-62 (Parking of Commercial Vehicles in Residential Zones). AMENDED BY 63-76
67-75	To Repeal By-law 14-66 and amendments.
68-75	To Repeal By-law 60-62 (Zoning By-laws)
69-75	To Amend By-law 14-75 (Rideau River Corridor)
70-75	Zoning By-law for Southern Section of Nepean Township } Repealed By 86-7:
71-75	Amending 10-75 (Parking on Sullivan Ave.)
72-75	Zoning By-law for Western Section of Township
73-75	To Amend 10-75 - Bayshore Dr. & Woodridge Cres. (Multiple Laned Hwys.)
74-75	Expropriation Pt. Lot 18, Con. 2, R.F. - Knollsbrook - Landfill Site
75-75	Tile Drains - Merrill Wilson, Walter Foster, Wm. S. Mowat & G. Foster
76-75	To Amend By-law 39-62- Pt. Lot 33, Con. 1, R.F.
77-75	To Exempt Certain Lots from Part Lot Control - Westcliffe Estate
78-75	To Amend By-law 39-62 - General Amendment
79-75	Stage II - Merivale Trunk Storm Sewer
80-75	To Amend By-law 31-75 - To Designate Community Centres etc.
81-75	To Amend By-law 10-75 - Stop Signs - Deer Park Rd. & Millbrook Cresc.
82-75	To Construct Storm Sewers in Fairfield Hts. North
83-75	Tile Drains - Merrill Wilson, Walter Foster, Wm. S. Mowat & G. Foster
84-75	To Amend By-law 10-75 - Stop Signs at Intersections & Yield Signs (Arlington Woods)
85-75	To Repeal 6-61 and 59-61 - Regulate land use etc. Eagleson's Corners area (Comm. & Light Industry)
86-75	To Repeal 70-75 (Zoning for Southern Section of Township)
87-75	Zoning By-law for sourthern portion of Township AMENDED 141-76
88-75	To Amend By-law 10-75 - Yield Signs Merivale Gardens & deletion Arlington Woods
89-75	To Amend By-law 10-75 - Parking Prohibited - Part of Hillhurst
90-75	To Amend By-law 10-75 - Through Highways- Richmond Rd. - Bells Corners
91-75	To Amend By-law 10-75 - Yield Signs Merivale & Slack Road
92-75	To Amend By-law 10-75 - Parking Prohibited - Richmond Rd. - Bells Corners
93-75	To Amend By-law 10-75 - Stop Signs at Intersections - Epworth & Rossland - Pender & Rossland, Camwood Cr. & McClellan & Delete at Camwood Cres & McClellan Road.
94-75	To Amend By-law 10-75 - Increase or Decrease Speed Limit etc. - Steeple Hill Cresc.
95-75	Official Plan
96-75	To Amend By-law 76-74 - Tax Credits for Senior Citizens
97-75	Agreement of Purchase & Sale between Cadillac-Fairview & Township

some 740 acres Later upgraded to mx. & sold

Suppose these Lands were your Fathers.

some 200 acres Later upgraded to Industrial

Suppose your Grand child is Trapped in the same situation

940 acres Land fill site?

000536

82.

5

12

To Prohibit the Issuance of Building Permits Without Council Approval Within the Proposed Expansion Area of the Sanitary Landfill Site

Motion No. 428

Moved by B. Franklin
Seconded by Robert C. Mitchell

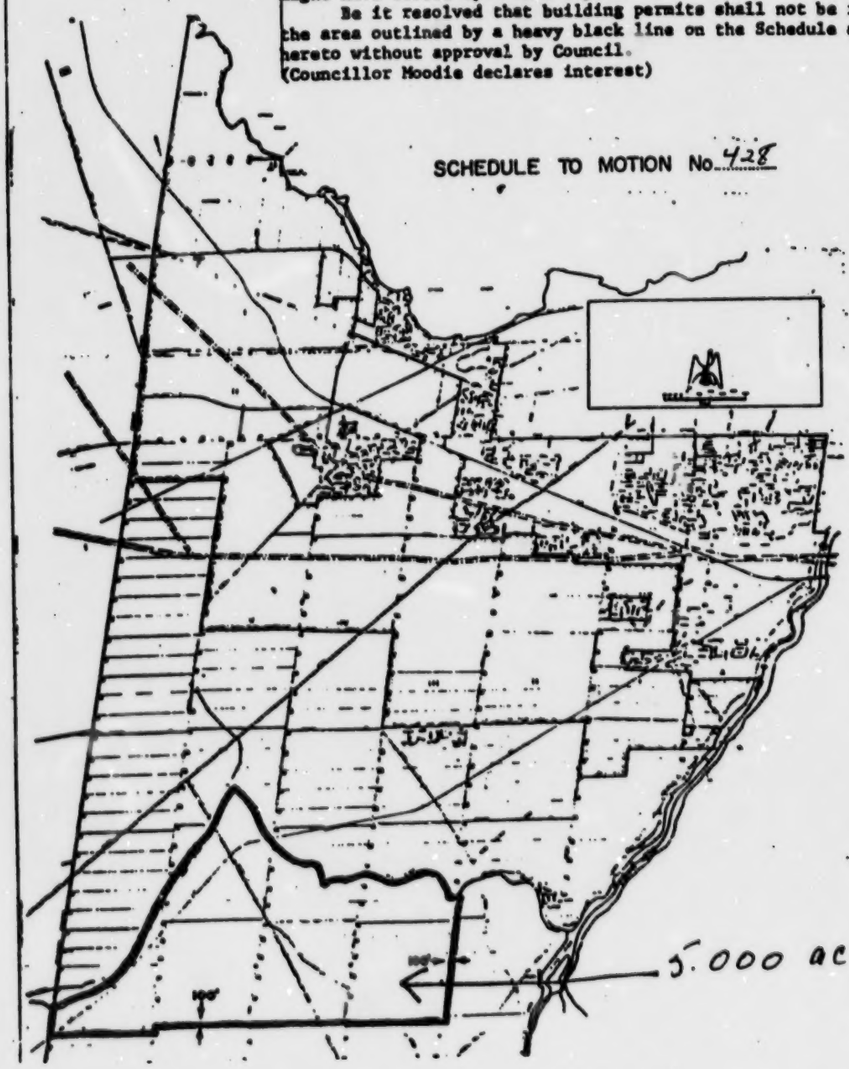
Whereas it is the intent of Council to expand the sanitary landfill operation,

And Whereas the issuance of building permits in the general area might have effect upon this expansion;

Be it resolved that building permits shall not be issued within the area outlined by a heavy black line on the Schedule attached hereto without approval by Council.

(Councillor Moodie declares interest) - Carried

SCHEDULE TO MOTION No. 428

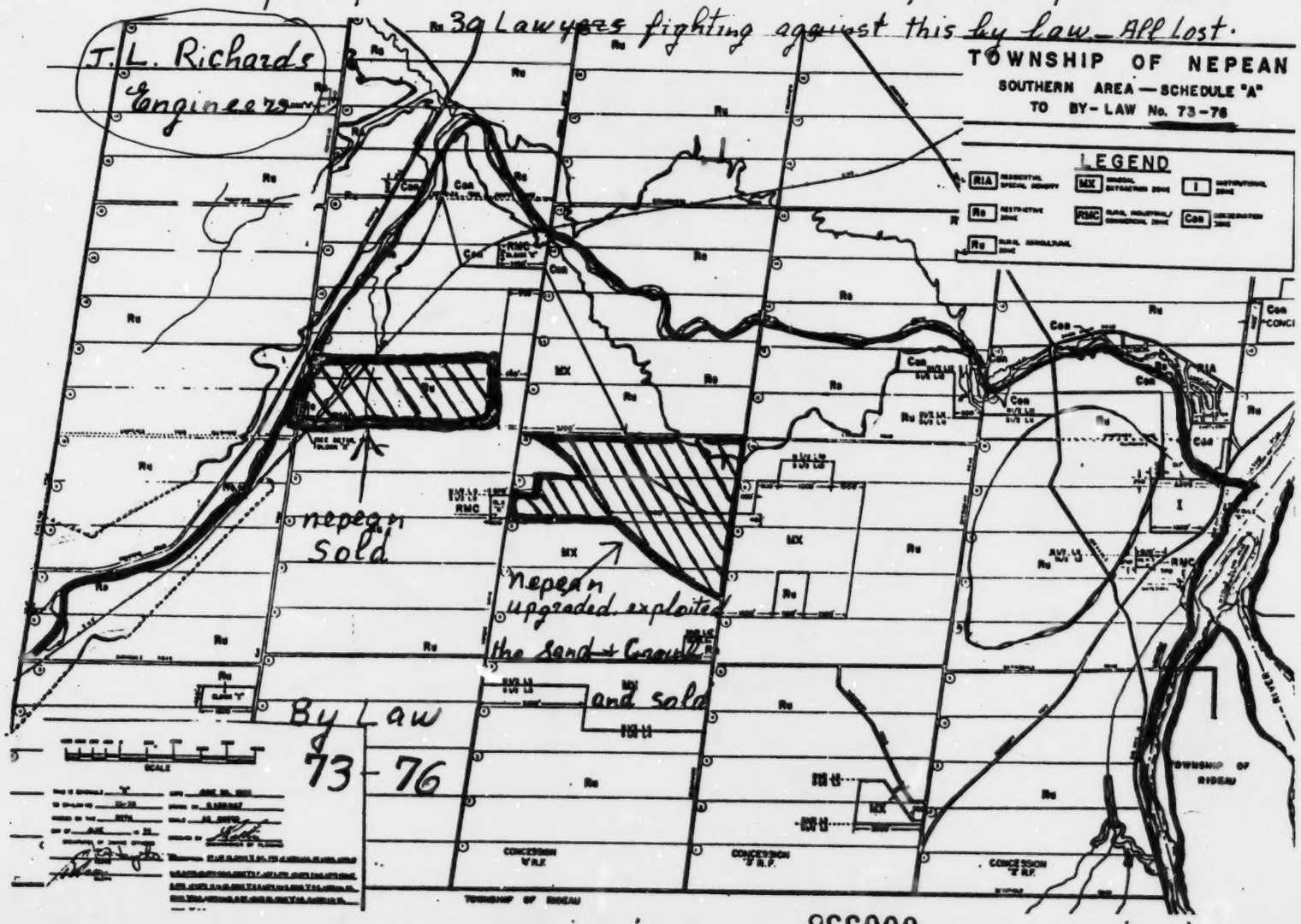


000537

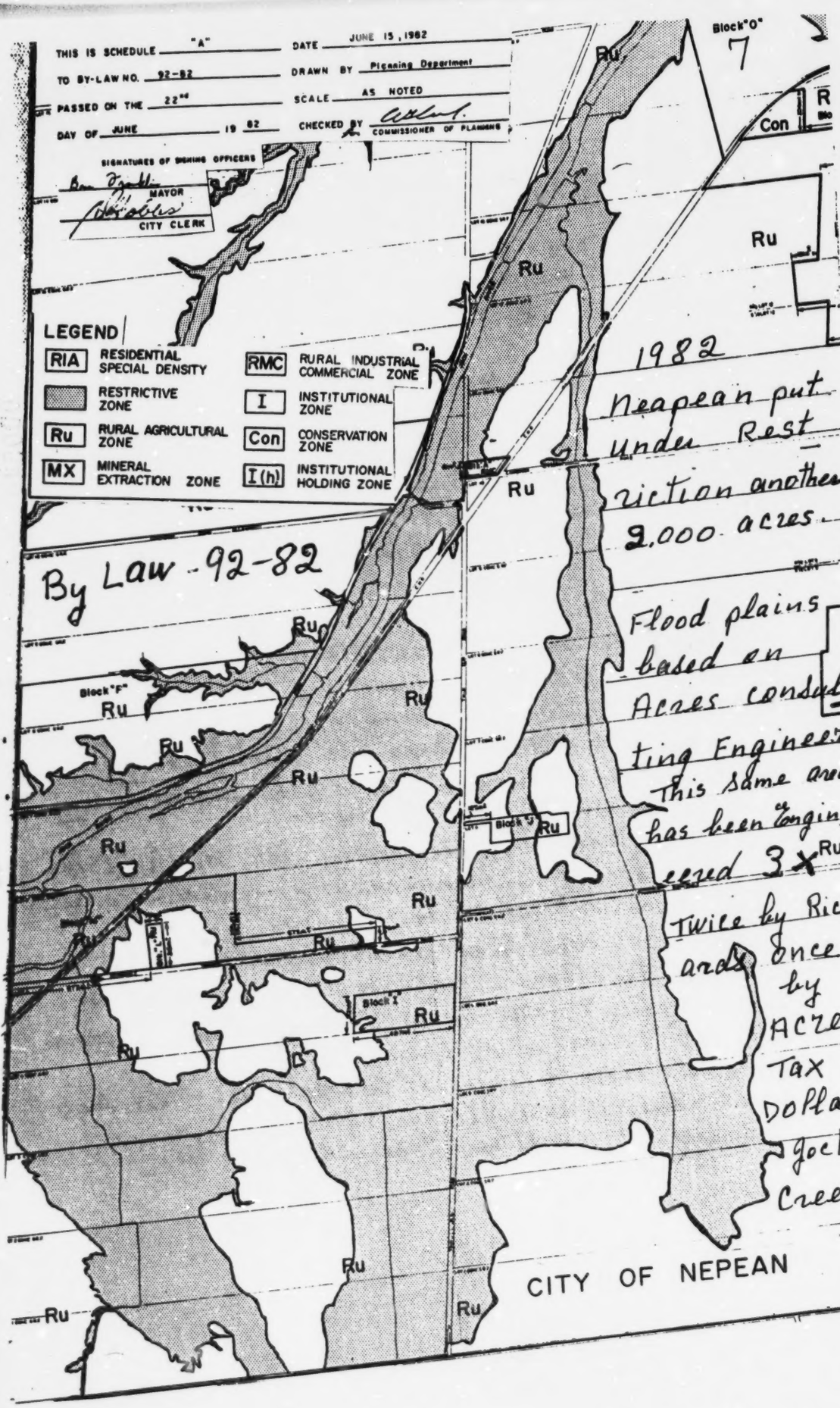
83.

6

1976 - Nepean put under restriction 3.000 acres of active farm land.
39 Lawyers fighting against this ~~by Law~~ - All Lost.



000538


THIS IS SCHEDULE "A"
DATE JUNE 15, 1982
TO BY-LAW NO. 92-82
DRAWN BY Planning Department
PASSED ON THE 22nd
SCALE AS NOTED
DAY OF JUNE 19 82
CHECKED BY
COMMISSIONER OF PLANNING
SIGNATURES OF SIGNING OFFICERS
MAYOR
CITY CLERK
LEGEND
RIA RESIDENTIAL SPECIAL DENSITY
RESTRICTIVE ZONE
Ru RURAL AGRICULTURAL ZONE
MX MINERAL EXTRACTION ZONE
RMC RURAL INDUSTRIAL COMMERCIAL ZONE
I INSTITUTIONAL ZONE
Con CONSERVATION ZONE
I(h) INSTITUTIONAL HOLDING ZONE
Block "O"
7
Block "F"
Block "J"
Block "I"
Ru
Con
By Law - 92-82
1982
Neapean put under Restriction another 2,000 acres.
Flood plains based on Acres consulting Engineers
This same area has been engineered 3x
Twice by Richards once by Acres.
Tax Dollars.
Jock Creek
CITY OF NEPEAN

000539

At OMB hearing on Nepeans Restrictive Zoning by-law 92-82, there were no lawyers and no farmers to fight back. Farmers lost their shirt at last OMB (Re-73-76) trying to fight back. This time they surrendered & no resistance.
When OMB questioned Mr Clark as to why J.L. Richards did not identify this additional flood plain.
Mr Clark (Nepean planner) responded "we told J.L Richards to only survey the area up to the dotted line. (see schedule A by law 73-76), but we told Acres to survey the entire area."
Mr Clarks reaction to Acres Report:-
Quote:- "Surprise! Surprise! we discovered some more flood plains."
Nº 1. Why this same area was engineered and surveyed 3 times (Tax Dollars)
Nº 2:- To devide the farmers into small groups at a time to conquer them nice and easy.
Nº 3 why Mr Clark keeps on saying "**we**" the area was engineered for RVCA (Carman chairman Flood + F.ffl.) not for Nepean.
Page 43. Nepean official plan - 1981 "Historic Sites"
"To take advantage of new enabling legislation or relevent program of acquisition & control."
Nepean has identified 13 historical Bldgs sitting on the shores of Jock River still in perfect condition together & their barns. Nepean intends to acquir them all, to remind us of our past.
How did these historical Bldgs. withing the flood plains survive over 200 yrs. in a flood plain of 100 years??? Together & their barns. ???

000540

9

THE CORPORATION OF THE CITY OF NEPEAN

BY-LAW NUMBER 141-78

Being a by-law relating to the sale of property in the City of Nepean.

WHEREAS the Council of the Corporation of the City of Nepean is authorized under the provisions of the Municipal Act, R.S.O. 1970, Chapter 284, to dispose of, by sale, the properties hereinafter mentioned;

NOW THEREFORE, the Council of the Corporation of the City of Nepean enacts as follows:

1. That the Mayor and Clerk be and they are hereby authorized to do all things necessary to sell for and on behalf of the City, the lands and premises as described in Schedule 'A' attached hereto and forming part of this by-law.

PASSED AND GIVEN under the hands of the Mayor and Clerk and the corporate seal of the Corporation of the City of Nepean, this 28th day of November, 1978.

Original Signed by D.E. Hobbs
City Clerk

Original Signed by A.S. Haydon
Mayor

000541

Expropriating hundred's of acres of land for open space, on one hand. Selling off existing open space lands on the other hand. P.T.O →

Iddie Amin tactics

P.T.O →

87.

One Building Lot

SCHEDULE 'A' TO BY-LAW 141-78

	Carleton Heights		
$35,125.00	1.	Benson Street	Part Lot 163, Plan 289002 being Part 1, Plan 4R-1115
40,125.00	2.	Benson Street	Part of Lots 151, Instrument 531734 & Part of Lot 150, Instrument 531734
	Fairfield Heights		
NOT SOLD	3.	Norsemen Ave.	Parts 1 to 6 inclusive, Plan 4R-2162
	Arbetha Park		
$34,500.00	4.	Arbetha Street	Parts 1 to 5 inclusive, Plan 4R-2209
35,000.00	5.	Anwatin Street	Parts 6 to 11 inclusive, Plan 4R-2209
	Barrhaven		
NOT SOLD	6.	St. Remy Drive	Lot 500, Plan M-27
$30,000.00	7.	St. Remy Drive	Lot 4, Plan M-145
28,500.00	8.	St. Remy Drive	Lot 5, Plan M-145
	Briar Green		
$30,000.00	9.	Cedar Grove Ct.	Lot 218, Plan 550831
	Rideau Heights Area		
No info	10.	Stephanie Ave.	Block 'A', Plan 553324
	This Land was sold in 1973 by moffat ? ? ?		
	Crestview		
	11.	~~Percy St. - Glenridge St.~~	~~Block 'A', Plan 441038~~ ASH
	Street Stubs		
NOT SOLD	12.	Crawley	Between Lots 18 & 19, Plan 352049
" "	13.	Pratt (Grenfell Glen)	Between Lots 26 & 27, Plan 352049
" "	14.	Pratt "	Between Lots 251 & 252, Plan 352049.

000542

This is how nepean generated money to expropriate some more land. they didn't need provincial grant. yet Nepean paid only $50,000 for 4½ acres of river front Residential R1A land in 1979. With OMB's blessings

10

Expropriate is the word.
OMB Approves them
as easy as pie

Jan 22-76

parks along Jock

Plans call for an urban park to be developed at the mouth of the Jock where a major woodlot has already been acquired by the township.

The second park would be situated along Half Moon Bay, one of the more attractive areas along the river.

The third park would be in the Bowl area of the Jock.

Recognizing the recreational potential of the river area, town planners have made provisions in their technical report for a multitude of facilities.

Plans call for foot trails and riding trails throughout the park area. Ski trails are also being considered as well as control of the river's water level to permit canoeing and small-boating.

The parks will serve the Satellite City being planned for the southern sector of the township but it is expected that they will attract users from much farther afield.

Reeve Haydon said that the township is spending some $600,000 to one million yearly on land acquisition.

"We buy when the price is right," he said, adding that the township was taking its time, so as not to drive prices up unduly.

Asked how much the parks would cost, Mr. Haydon responded that he did not have the faintest idea. He then added, I have the faintest idea," but was unwilling to quote any figures.

The technical report submitted to council by the planning department under Mr. W. Leathem, was done in-house because both town planners and council believed a better study could be made by township employees than by a hired consultant.

The report calls for major clean-up of the Jock waters which are presently showing high degrees of pollution. Mr. Leathem said that erosion, pesticides and animal waste were the chief causes of pollution in the Jock.

The Planning Commissioner told reporters that his department was considering setting up a system of weirs along the Jock to control water levels.

The Jock becomes a torrent in the springtime, often flooding surrounding lands, while dwinding to an insignificant stream in the summer.

Weirs would control flooding and allow for sailing, swimming and canoeing in the summer.

Mr. Leathem said that the Jock River Corridor would develop steadily concurrently with the south urban satellite city but added that it was impossible to forecast completion of the parks at this time.

Close to 200 acres have been acquired by the township to date. A total of 500 acres will make up the three parks, Mr. Leathem estimated.

The reeve said that plans are underway for purchasing or acquiring control of all lands along the Jock River and said that the township would not seek provincial grants to develop the parks.

Mr. Haydon explained that grants take too long to come through and that "you have to move very quickly. If you take too long, prices rise," he

000543

We not only loose our land, but loose all our public in Legal fight.

Expropriated not acquired.

Now Nepean intends to spend $ millions of Tax Dollars to transform the dry Jock River (Creek) into a flowable, navigable + Swimmable River for this satelite City. I Think it is criminal.

89

Region again rejects 'city' at Carlsbad

Journal 13 5.5 Page 41

By KEN SCOTT
Journal Reporter

Attempting to put the lid on the Carlsbad Springs controversy, regional council reaffirmed its choice of south Gloucester and south Nepean townships as the site for a future satellite city, by a vote of 17 to seven Wednesday.

A former council adopted the site in 1974, when approving the regional official plan, which is now before the province for approval.

Charges made

Two weeks ago, Ald. Brian Bourns re-opened the issue by accusing the former council of favoring the interests of developers by assigning future growth to land that was developer-owned, instead of steering it to publicly-held land around Carlsbad Springs.

Queensboro Ald. Trip Kennedy added fuel to the controversy by drafting a motion to develop the Carlsbad site instead of the south, and promising to bring it forward at the next council meeting.

Whereas Ald. Bourns' main interest is the cost of housing, Ald Kennedy's key concern was to stop the Merivale expressway, a proposed highway linkling the southern satellite to the urban core, which would travel through Mr. Kennedy's ward.

Wednesday's reaffirmation probably put an end to Mr. Kennedy's motion (he says he'll seek legal advice to see if it can pussibly be introduced at the next meeting) but the vote did nothing to dispel the angry feelings still left over from the pro-developer charges by Ald. Bourns.

Nepean Reeve Andy Haydon started off by demanding an apology from Ald. Bourns, and a withdrawal of his remarks.

Regional chairman Denis Coolican said council minutes showed Ald. Bourns had already withdrawn his remarks right after he had made them, at the insistence of Mr. Coolican himself.

Mr. Haydon flatly denied there had been any apology and called on Mr. Coolican to exercise more authority. "If you're going to allow statements like those of councillor Bourns, it's going to get a lot worse in here," warned Mr. Haydon, adding that he had been ejected from council for far less.

Council minutes are prepared by the clerk's office and reviewed by Mr. Coolican before he signs them.

When Mr. Haydon pointed out that press accounts of the meeting made no mention of Ald. Bourns withdrawing his charges, Mr. Coolican muttered that was "the press's difficulty, not mine."

Gloucester deputy-reeve Mitch Owens was still seething over the charges. "The suggestion that council was pro-developer has been around for a long time. I'm fed up with it," he told The Journal outside council.

Twice this week, Gloucester Reeve Bob MacQuarrie has released engineering reports damaging to the Carlsbad Springs site, a 5,000-acre site owned jointly by the National Capital Commission and the Ontario Housing Corp.

Haydon demanded apology from Ald. Bourns

Attention Ald. Bournes.

000544

90.

Special meeting IN COUNCIL July 12-1974

MOTION NO. P.R. 26

Moved by Councillor A.S. Haydon,
Seconded by Councillor G. Grandmaitre.

That the proposals of 2.2.2 be amended by deleting the last paragraph of the proposals, recommendation 4 and recommendation 5 and replacing recommendation 4 and 5 as follows:

4. A satellite urban community of approximately 100,000 in South Nepean with a first phase of development in the Barrhaven portion of that growth area (Lots 16 to 20, Concession 2 and 3, RF) of 25,000 to 30,000 persons.

5. Carlsbad Springs growth area in the southeast area of the Region be designated as a future growth area.

MOTION NO. P.R. 27

Moved by Councillor R.C. Mitchell,
Seconded by Councillor M.G. Owens,

That recommendation 4 as amended by Motion No. P.R. 26 be further amended by striking out everything after the word South Nepean and inserting thereof, "and that the South Gloucester designated community including Barrhaven be designated as an initial growth area of approximately 100,000 in population and that Carlsbad Springs be reserved for future development".

"Carried" on a vote of 15 Yeas to 10 Nays as follows:

YEAS: Councillors Benoit, Gibbons, Grandmaitre, Hill, Hotte, Jones, Kay, Kerwin, MacQuarrie, Mitchell, Munro, Owens, Quinn, Robert and Pacque.....15

NAYS: Councillors Cassey, Dewar, Haydon, Law, Lockhart, McDougall, Miacak, Morin, Ryan and Tupper.....10

000545

Attention Mr. Ald. Bourn.
Carman - Absent
Haydon - May ? ?

was Haydon sincere in supporting the Hwy 416 through Cedarview corridor?
Carman and Haydon spent half their political life in promoting Merivale corridor. $5.5 million in expropriating properties for Merivale corridor.
Haydon was confident the faithful disciples he left behind will go as far as spending $10.000 tax Dollars "Delcan Report" to try and stall a decission until 1991. Time can work miracles.....

May 29, 1984

TO: MEMBERS OF PLANNING COMMITTEE, REGIONAL MUNICIPALITY OF OTTAWA CARLETON

We have owned and occupied a 2 acre retreat on Hazelwood Avenue along the Rideau River corrider since early 1973.

In November 1978, the Wong family received a disappointing blow. The Township of Nepean delivered an Expropriation Notice to advise that title to our lands were taken by them for purposes of supporting the Regional Government's development of a southern community.

000546

Nepean gave us an offer for the property but did not allow one penny for the two bedroom bungalow which we had totally modernized in 1977 with new walls and insulation and a new bathroom. We soon discovered that all our neighbors along the Rideau River corrider who had acreage property, save and except the Pettit property, were taken. This property is strategically located on the southwest corner at the mouth of the Jock and Rideau Rivers.

To this day, it remains a total injustice to all of us that one property is excluded from expropriation.

In June, 1983, we learned from the newspaper that the Regional Government concluded that "windows" along the Rideau River corridor would be adequate. In the latest study of March, 1984, we read that "future urban growth outside Greenbelt should be confined to East and West Urban Communities until the issue of the best configuration for growth south of Greenbelt is resolved." This study would indicate a natural growth East and West only where transportation and services can be easily provided at much less cost. Therefore, there is no further need for Nepean to hold these lands.

We would request that Nepean quit this expropriation and give us back title to our lands. The poor beleagured taxpayer has paid enough for this unwise and untimely spending.

The Wong family are still occupying the house and pay rent. Some repairs and improvements are now required. The river bank is eroding and requires shoring up. Many trees are infested and need treatment. We would like to proceed with repairs and improvements. Nepean staff have been helpful in providing some improvements but their hands are tied. There is only so much money available. Please give us back our property and let us, the private citizen get on with it.

Respectfully submitted by Mrs. I. Wong.

Tel 238-4448

92.

1034 Fisher Ave.
Ottawa, Ontario.
June 17th 1984.

Mr. J. M. Wright.
Planning Commission,
Regional Municipality of Ottawa-Carleton,
222 Queen Street, Ottawa. K1P5Z3.

000547

Dear Sir:

I am indeed, greatly concerned having heard of the possibility of Fisher Avenue becomming a four lane highway. 1

At this point in time it is impossible to cross Fisher Avenue in safety.

The people of the community are saddened by the affect the fumes from the motor cars are having on the trees, especially the beautiful Evergreenes and the Maples.

The noise and the motor cars, busses and trucks has spoiled this once quiet and beautiful area.

Please consider the health and welfare of the of the people and scrap this plan.

Yours truly,
Muriel Grulle.

OTTAWA-CARLETON
RECEIVED
JUN 19 1984
PLANNING DEPARTMENT

POOR

QUALITY

ORIGINAL